| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| P-5705A | X-0A |

# STATE OF NORTH CAROLINA
# RAIL DIVISION

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

## *CROSS-SECTION SUMMARY*

| Station -L- | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) | Undercut (cu. yd.) | Station -R1_PR- | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) | Undercut (cu. yd.) | Station | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) | Undercut (cu. yd.) | Station | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) | Undercut (cu. yd.) | Station | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) | Station | Uncl. Exc. (cu. yd.) | Embt (cu. yd.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8+29 | 0 | 0 | | 25+50 | 0 | 0 | | | | | | | | | | | | | | | |
| 8+50 | 24 | 0 | | 26+00 | 127 | 0 | | | | | | | | | | | | | | | |
| 9+00 | 45 | 0 | | 26+50 | 140 | 0 | | | | | | | | | | | | | | | |
| 9+10 | 5 | 0 | | 27+00 | 201 | 0 | | | | | | | | | | | | | | | |
| 9+50 | 25 | 0 | | 27+50 | 258 | 0 | | | | | | | | | | | | | | | |
| 9+80 | 27 | 0 | | 28+00 | 287 | 0 | | | | | | | | | | | | | | | |
| 10+00 | 15 | 0 | | 28+50 | 301 | 39 | | | | | | | | | | | | | | | |
| 10+50 | 30 | 1 | | 29+00 | 287 | 125 | | | | | | | | | | | | | | | |
| 11+00 | 21 | 7 | | 29+50 | 241 | 229 | | | | | | | | | | | | | | | |
| 11+50 | 23 | 18 | | 30+00 | 144 | 292 | | | | | | | | | | | | | | | |
| 12+00 | 33 | 31 | | 30+50 | 68 | 292 | | | | | | | | | | | | | | | |
| 12+50 | 30 | 49 | | 31+00 | 57 | 278 | | | | | | | | | | | | | | | |
| 13+00 | 20 | 81 | | 31+50 | 72 | 238 | | | | | | | | | | | | | | | |
| 13+50 | 40 | 113 | | 32+00 | 124 | 149 | | | | | | | | | | | | | | | |
| 14+00 | 159 | 131 | | 32+50 | 164 | 70 | | | | | | | | | | | | | | | |
| 14+50 | 433 | 222 | | 33+00 | 165 | 34 | | | | | | | | | | | | | | | |
| 15+00 | 538 | 419 | | 33+50 | 164 | 14 | | | | | | | | | | | | | | | |
| 15+50 | 428 | 508 | | 34+00 | 167 | 14 | | | | | | | | | | | | | | | |
| 16+00 | 347 | 363 | | 34+50 | 149 | 15 | | | | | | | | | | | | | | | |
| 16+50 | 304 | 126 | | 35+00 | 110 | 40 | | | | | | | | | | | | | | | |
| 17+00 | 344 | 5 | | 35+50 | 287 | 128 | | | | | | | | | | | | | | | |
| 17+50 | 568 | 0 | | 36+00 | 247 | 218 | | | | | | | | | | | | | | | |
| 18+00 | 911 | 0 | | 36+50 | 17 | 311 | | | | | | | | | | | | | | | |
| 18+50 | 1165 | 0 | | 37+00 | 39 | 201 | | | | | | | | | | | | | | | |
| 19+00 | 1105 | 0 | | 37+50 | 29 | 203 | | | | | | | | | | | | | | | |
| 19+50 | 1035 | 11 | | 38+00 | 25 | 859 | | | | | | | | | | | | | | | |
| 20+00 | 764 | 463 | | 38+50 | 26 | 1355 | | | | | | | | | | | | | | | |
| 20+50 | 234 | 1271 | | 39+00 | 2 | 1253 | | | | | | | | | | | | | | | |
| 21+00 | 78 | 1860 | | 39+50 | 3 | 1088 | | | | | | | | | | | | | | | |
| 21+50 | 86 | 1996 | | 40+00 | 5 | 965 | | | | | | | | | | | | | | | |
| 22+00 | 161 | 1757 | | 40+50 | 8 | 844 | | | | | | | | | | | | | | | |
| 22+50 | 126 | 1682 | | 41+00 | 7 | 906 | | | | | | | | | | | | | | | |
| 23+00 | 10 | 1449 | | 41+50 | 5 | 860 | | | | | | | | | | | | | | | |
| 23+50 | 13 | 1131 | | 42+00 | 61 | 504 | | | | | | | | | | | | | | | |
| 24+00 | 14 | 1054 | | 42+50 | 68 | 234 | | | | | | | | | | | | | | | |
| 24+50 | 21 | 903 | | 43+00 | 19 | 132 | | | | | | | | | | | | | | | |
| 25+00 | 30 | 758 | | 43+50 | 23 | 87 | | | | | | | | | | | | | | | |
| 25+50 | 34 | 677 | | 43+83 | 18 | 47 | | | | | | | | | | | | | | | |
| 26+00 | 61 | 686 | | 44+00 | 9 | 23 | | | | | | | | | | | | | | | |
| 26+50 | 81 | 561 | | 44+50 | 26 | 57 | | | | | | | | | | | | | | | |
| 27+00 | 46 | 579 | | 45+00 | 31 | 37 | | | | | | | | | | | | | | | |
| SUMMARY #1 | 9430 | 18914 | 0 | 45+50 | 25 | 22 | | | | | | | | | | | | | | | |
| | | | | 45+85 | 26 | 5 | | | | | | | | | | | | | | | |
| | | | | SUMMARY #2 | 4228 | 12167 | 0 | | | | | | | | | | | | | | |

**Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing and removal of existing pavement will be paid for at the lump sum price for "Grading".**