

STATE OF NORTH CAROLINA  
 DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK  
 (In Cubic Yards)

Station	Station	UNCLASSIFIED EXCAVATION	UNDERCUT EXCAVATION	EMBT +%	BORROW	WASTE
<b>SUMMARY NO. 1</b>						
-L1- STA. 41+00.00	-L1- STA. 43+84.47	4,640		8		4,632
-DR1- STA. 10+10.00	-DR1- STA. 12+12.16	51		2		49
-Y1A- STA. 10+25.00	-Y1A- STA. 11+95.70	21		456	435	
-Y1B- STA. 10+68.59	-Y1B- STA. 13+00.00	25		692	667	
-RA- STA. 10+00.00	-RA- STA. 13+60.16	48		3,491	3,443	
<b>SUMMARY NO. 1 TOTALS</b>		<b>4,785</b>		<b>4,649</b>	<b>4,545</b>	<b>4,681</b>
<b>SUMMARY NO. 2</b>						
-L2- STA. 45+30.33	-L2- STA. 53+78.25			83,578	83,578	
<b>SUMMARY NO. 2 TOTALS</b>				<b>83,578</b>	<b>83,578</b>	
<b>SUMMARY NO. 3</b>						
-L2- STA. 56+23.66	-L2- STA. 64+50.00	35	200	88,132	88,097	200
-Y2- STA. 11+50.00	-Y2- STA. 13+11.34	66		263	197	
-Y2- STA. 13+74.75	-Y2- STA. 17+60.00	68		1,178	1,110	
-L2- STA. 65+00.00	-L2- STA. 72+00.00	855		175		680
<b>SUMMARY NO. 3 TOTALS</b>		<b>1,024</b>	<b>200</b>	<b>89,748</b>	<b>89,404</b>	<b>880</b>
<b>SUMMARY NO. 4</b>						
-L2- STA. 87+75.00	-L2- STA. 88+47.55	11		7		4
-Y3- STA. 12+09.00 MED	-Y3- STA. 25+50.00 MED	1,448		648		800
-Y3- STA. 12+09.00 RT	-Y3- STA. 14+90.00 RT	232		468	236	
-Y4- STA. 12+90.00	-Y4- STA. 14+29.88			32		32
-DR2- STA. 11+69.14	-DR2- STA. 12+98.99	109		30		79
<b>SUMMARY NO. 4 TOTALS</b>		<b>1,800</b>		<b>1,185</b>	<b>268</b>	<b>883</b>
<b>SUMMARY TOTALS</b>		<b>7,609</b>	<b>200</b>	<b>179,160</b>	<b>177,795</b>	<b>6,444</b>
<b>MATERIAL FOR SHOULDER CONSTRUCTION</b>				48	48	
<b>LOSS DUE TO CLEARING &amp; GRUBBING</b>		-3,500			3,500	
<b>ADDITIONAL UNDERCUT</b>			1,250	1,500	1,500	1,250
<b>EARTH WASTE TO REPLACE BORROW</b>					-2,844	-2,844
<b>PROJECT TOTALS</b>		<b>4,109</b>	<b>1,450</b>	<b>180,708</b>	<b>179,999</b>	<b>4,850</b>
<b>EST. 5% TO REPLACE TOP SOIL ON BORROW PIT</b>					9,000	
<b>GRAND TOTALS:</b>		<b>4,109</b>			<b>188,999</b>	
<b>SAY:</b>		<b>4,200</b>			<b>190,000</b>	

Note: Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

Note: Approximate quantities only. Unclassified Excavation, Fine Grading, Clearing and Grubbing, and Removal of Asphalt Pavement will be paid for at the contract lump sum price for grading.

EXPRESSWAY GUTTER SUMMARY  
 (IN LINEAR FEET)

LINE	STATION	STATION	LENGTH
-Y3-	12+09.00	12+55.00	46
<b>TOTAL</b>			<b>46</b>
<b>SAY</b>			<b>50</b>

PAVEMENT REMOVAL SUMMARY  
 IN SQUARE YARDS

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
-L2- LT Outside C&G	65+38	67+21	LT	40.5			
-L2- LT Inside C&G	65+75	66+83	RT	23.9			
-L2-	66+83	71+33	LT	216.5			
-L2- LT Outside C&G	70+50	72+00	LT	33.3			
-L2- LT Inside C&G	71+33	72+00	LT	14.9			
-L2- RT Outside C&G	65+19	66+00	RT	18.1			
-L2- RT Inside C&G	65+75	66+00	RT	5.5			
-Y1A-	10+57	11+57	RT	22.2			
-Y1B-	11+09	12+43	LT	29.8			
-RA-	10+27	12+03	LT & RT	281.6			
-Y2-	11+50	12+71	RT	27.0			
-Y2-	11+50	11+90	LT	8.8			
-Y2-	13+97	15+10	LT	50.1			
-Y2-	15+10	15+50	LT	8.9			
-Y3- Median PS	12+09	18+13	RT	335.6			
-Y3- Med PS & Sawcut	18+13	21+27	RT	244.3			
-Y3- Med PS & Sawcut	12+51	19+50	LT	388.3			
-Y3- Med PS & Sawcut	19+50	21+77	LT	176.4			
-Y3- Med PS & Sawcut	21+77	25+47	LT	160.6			
Y3- Median Left Turn Lane	21+27	25+50	LT & RT	842.2			
-DR2-	10+00	10+39	LT	212.8			
<b>TOTAL</b>				<b>3141.0</b>			
<b>SAY</b>				<b>3,150</b>			

SHOULDER BERM GUTTER SUMMARY  
 (IN LINEAR FEET)

LINE	STATION	STATION	LENGTH
-L- RT	47+78.33	53+50.14	571.813
-L- RT	56+50.11	61+83.07	532.96
<b>TOTAL</b>			<b>1104.773</b>
<b>SAY</b>			<b>1110</b>

GUARDRAIL SUMMARY

G = GATING IMPACT ATTENUATOR TYPE 350  
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL  
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.  
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL  
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH (LF)			WARRANT POINT		"N" DIST. FROM E.O.L. (LF)	TOTAL BERM WIDTH (LF)	TOTAL SHOULDER WIDTH (LF)	FLARE LENGTH (LF)		W (LF)		ANCHORS				IMPACT ATTENUATOR TYPE 350		REMOVE EXISTING GUARDRAIL	REMARKS		
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END				APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU TL-3	TYPE III	TYPE B-77	CAT-1	G	NG				
-L2-	47+30.81	53+74.56	RT	643.75				49+00.00	15	15	13	200	50	6.5	2	1	1		1					25:1 PS TAPER AT BRIDGE	
-L2-	48+81.82	53+81.82	LT	500.00				48+00.00	10				50		1	1								FLARE FOLLOWS SIDEWALK TAPER	
-L2-	56+21.70	62+15.45	LT	593.75				61+25.00	15	15			250		6.5	1	1							FLARE FOLLOWS SIDEWALK TAPER	
-L2-	56+25.68	61+88.18	RT	562.50				61+75.00	10			50		2		1			1					25:1 PS TAPER AT BRIDGE	
<b>SUBTOTAL</b>				<b>2300.00</b>																					
<b>LESS DEDUCTIONS</b>																									
<b>FOR ANCHOR UNITS</b>																									
				GREU TL-3: 2 @ 50'																					
				TYPE III: 4 @ 18.75'																					
				CAT-1: 2 @ 6.25'																					
<b>PROJECT TOTAL</b>				<b>2112.50</b>																					
<b>SAY</b>				<b>2125</b>																					
ADDITIONAL GUARDRAIL POSTS = 5 EA.																									