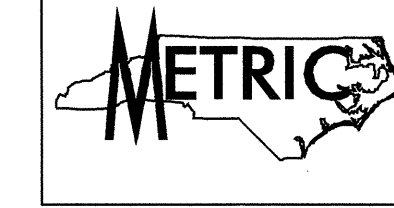


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS



# SUMMARY OF EARTHWORK

IN CUBIC METERS

NOTE: "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."

| STATION TO STATION                                       | UNCLASSIFIED EXCAVATION | EMBANKMENT + % | BORROW       | WASTE        |
|--|-------------------------|----------------|--------------|--------------|
| <b>SUMMARY NO. 1</b>                                     |                         |                |              |              |
| <b>PHASE 1 TEMPORARY PAVEMENT</b>                        |                         |                |              |              |
| 37+80 TO 39+00 -L- RT.                                   | 107                     | 5              |              | 102          |
| 41+40 TO 45+00 -L- RT.                                   | 594                     | 102            |              | 492          |
| <b>PHASE 2</b>   |                         |                |              |              |
| 36+00 TO 45+00 -L- LT.                                   | 5908                    | 16506          | 10598        |              |
| 36+00 TO 45+00 -L- RT.                                   | 5691                    | 1677           |              | 4014         |
| 10+10 TO 10+75 -Y1-                                      | 28                      | 565            | 537          |              |
| <b>SUMMARY NO. 1 TOTAL</b>                               | <b>12328</b>            | <b>18855</b>   | <b>11135</b> | <b>4608</b>  |
| <b>SUMMARY NO. 2</b>                                     |                         |                |              |              |
| <b>PHASE 1 TEMPORARY PAVEMENT</b>                        |                         |                |              |              |
| 45+00 TO 46+60 -L- RT.                                   | 544                     | 106            |              | 438          |
| 52+00 TO 54+00 -L- RT.                                   | 285                     | 841            | 556          |              |
| <b>PHASE 2</b>   |                         |                |              |              |
| 45+00 TO 54+00 -L- LT.                                   | 4805                    | 9420           | 4615         |              |
| 45+00 TO 54+00 -L- RT.                                   | 2870                    | 7677           | 4807         |              |
| 10+10 TO 10+65 -Y3-                                      | 120                     | 210            | 90           |              |
| 10+20 TO 10+54.600 -Y4-                                  | 142                     | 38             |              | 104          |
| 10+10 TO 10+53.931 -Y5-                                  | 89                      | 58             |              | 31           |
| 10+00 TO 10+50 -Y6-                                      | 355                     | 41             |              | 314          |
| 10+10 TO 10+60 -Y7-                                      | 497                     |                |              | 497          |
| <b>SUMMARY NO. 2 TOTAL</b>                               | <b>9707</b>             | <b>18391</b>   | <b>10068</b> | <b>1384</b>  |
| <b>SUMMARY NO. 3</b>                                     |                         |                |              |              |
| <b>PHASE 1 TEMPORARY PAVEMENT</b>                        |                         |                |              |              |
| 54+00 TO 55+40 -L- RT.                                   | 70                      | 802            | 732          |              |
| <b>PHASE 2</b>   |                         |                |              |              |
| 54+00 TO 63+00 -L- LT.                                   | 2626                    | 44830          | 42204        |              |
| 54+00 TO 63+00 -L- RT.                                   | 857                     | 2313           | 1456         |              |
| 10+10 TO 10+60 -Y8-                                      | 79                      | 509            | 430          |              |
| <b>SUMMARY NO. 3 TOTAL</b>                               | <b>3632</b>             | <b>48454</b>   | <b>44822</b> |              |
| <b>SUMMARY NO. 4</b>                                     |                         |                |              |              |
| 63+00 TO 64+40 -L- LT.                                   | 204                     | 4357           | 4153         |              |
| 63+00 TO 64+40 -L- RT.                                   | 10                      | 1128           | 1118         |              |
| 10+10 TO 13+00 -Y9-                                      | 243                     | 593            | 350          |              |
| 10+10 TO 10+60 -Y10-                                     | 70                      | 106            | 36           |              |
| <b>SUMMARY NO. 4 TOTAL</b>                               | <b>527</b>              | <b>6184</b>    | <b>5657</b>  |              |
| <b>SUMMARIES TOTAL</b>                                   | <b>26194</b>            | <b>91884</b>   | <b>71682</b> | <b>5992</b>  |
| <b>REDUCTION DUE TO CLEARING &amp; GRUBBING</b>          | <b>-950</b>             |                | <b>950</b>   |              |
| <b>USE SUITABLE WASTE IN LIEU OF BORROW</b>              |                         |                | <b>-5992</b> | <b>-5992</b> |
| <b>ESTIMATED SHOULDER CONSTRUCTION</b>                   |                         | 748            | 748          |              |
| <b>PROJECT TOTAL</b>                                     | <b>25244</b>            | <b>94357</b>   | <b>67388</b> |              |
| <b>EST. 5% FOR REPLACEMENT OF TOP SOIL AT BORROW PIT</b> |                         |                | 3369         |              |
| <b>PROJECT GRAND TOTAL</b>                               | <b>25244</b>            |                | <b>70757</b> |              |
| <b>SAY</b>   | <b>25500</b>            |                | <b>71000</b> |              |
| <b>UNDERCUT AT GRADE POINTS</b>                          | 575                     |                |              |              |
| <b>ADDITIONAL UNDERCUT</b>                               | 1500                    |                |              |              |
| <b>USE SELECT MATERIAL IN LIEU OF BORROW</b>             | 2800                    |                |              |              |

# BREAKING OF EXISTING ASPHALT PAVEMENT

| SURVEY LINE | STATION TO STATION     | LOCATION | COMPUTER GENERATED AREA | SQ. METER |
|-------------|------------------------|----------|-------------------------|-----------|
| -L-         | 46+30.000 TO 47+00.000 | RT. SIDE | 548.785                 | 548.79    |
| -L-         | 53+30.000 TO 54+10.000 | RT. SIDE | 786.590                 | 786.59    |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          |                         |           |
|             |                        |          | TOTAL                   | 1335.38   |
|             |                        |          |                         |           |
|             |                        |          | SAY                     | 1400.00   |

# REMOVAL OF EXISTING ASPHALT PAVEMENT

| SURVEY LINE | STATION TO STATION     | LOCATION   | COMPUTER GENERATED AREA | SQ. METER |
|-------------|------------------------|------------|-------------------------|-----------|
| -L-         | 39+11.492 TO 46+30.000 | RT. SIDE   | 6305.328                | 6305.33   |
| SR 3519     | 46+55.943 TO 48+57.456 | RT. OF -L- | 1057.551                | 1057.55   |
| -L-         | 47+00.000 TO 49+40.000 | RT. SIDE   | 2364.377                | 2364.38   |
| -L-         | 49+90.000 TO 53+30.000 | LT. SIDE   | 3729.497                | 3729.50   |
| OLD NC 146  | 53+30.000 TO 54+92.140 | RT. OF -L- | 645.745                 | 645.75    |
| -L-         | 54+10.000 TO 54+30.000 | CENTER     | 156.882                 | 156.88    |
| -L-         | 62+90.000 TO 64+62.414 | RT. SIDE   | 1221.008                | 1221.01   |
| -Y5-        | 10+27.758 TO 10+30.000 | CENTER     | 38.457                  | 38.46     |
| -Y6-        | 10+05.384 TO 10+40.000 | CENTER     | 506.937                 | 506.94    |
| -Y7-        | 10+06.032 TO 10+50.000 | CENTER     | 285.589                 | 285.59    |
|             |                        |            |                         |           |
|             |                        |            |                         |           |
|             |                        |            | TOTAL                   | 16311.37  |
|             |                        |            |                         |           |
|             |                        |            | SAY                     | 16400.00  |

# 1200 mm CHAIN LINK FENCE

$$E = \frac{\{A - [2.438B + 4.877C + 4.877D]\}}{4.267} \quad F = \frac{(B + C + D)}{2} \quad G = (2B + 3C + 3D)$$

| STATION TO STATION            | LT. OR RT. | A FABRIC METER | B END BRACE | C CORNER BRACE | D LINE BRACE | E 100 mm POST | F 125 mm POST |
|-------------------------------|------------|----------------|-------------|----------------|--------------|---------------|---------------|
| 10+27.000-Y4- TO 49+80.000-L- | LT.        | 60.511         | 2           | 2              |              | 9             | 10            |
| 53+28.000-L- TO 53+67.748-L-  | LT.        | 47.046         | 2           | 1              |              | 7             | 7             |
| 62+67.112-L- TO 63+06.861-L-  | LT.        | 39.749         | 2           |                |              | 7             | 4             |
| 63+26.504-L- TO 64+00.000-L-  | LT.        | 70.464         | 2           |                |              | 14            | 4             |
|                               |            |                |             |                |              |               |               |
| <b>TOTAL</b>                  |            | <b>217.770</b> | <b>8</b>    | <b>3</b>       | <b>0</b>     | <b>37</b>     | <b>25</b>     |
|                               |            |                |             |                |              |               |               |
|                               |            |                |             |                |              |               |               |
| <b>SAY</b>                    |            | <b>225</b>     |             |                |              | <b>40</b>     | <b>27</b>     |
|                               |            |                |             |                |              |               |               |
|                               |            |                |             |                |              |               |               |
|                               |            |                |             |                |              |               |               |