

**STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS**

| SUMMARY OF EARTHWORK (IN CUBIC YARDS) | | | | | | |
|--|-----------|--------------|----------|------------|--------|--------|
| Station | Station | Uncl. Excav. | Undercut | Embank. +% | Borrow | Waste |
| -L- LT | | | | | | |
| 20+00.00 | 49+50.00 | 356 | | 261 | 0 | 95 |
| 50+00.00 | 79+50.00 | 381 | | 33 | 0 | 348 |
| 80+00.00 | 109+50.00 | 1,029 | | 30 | 0 | 999 |
| 110+00.00 | 139+50.00 | 109 | | 73 | 0 | 36 |
| 140+00.00 | 162+50.00 | 481 | | 619 | 138 | 0 |
| SUBTOTALS: | | 2,356 | | 1,016 | 138 | 1,478 |
| -L- MED | | | | | | |
| 20+00.00 | 49+50.00 | 3,183 | | 1,020 | | 2,163 |
| 50+00.00 | 79+50.00 | 2,938 | | 0 | | 2,938 |
| 80+00.00 | 109+50.00 | 2,375 | | 89 | | 2,286 |
| 110+00.00 | 139+50.00 | 2,654 | | 396 | | 2,258 |
| 140+00.00 | 162+50.00 | 2,742 | | 464 | | 2,278 |
| SUBTOTALS: | | 13,892 | | 1,969 | 0 | 11,923 |
| -L- RT | | | | | | |
| 20+00.00 | 49+50.00 | 833 | | 563 | | 271 |
| 50+00.00 | 79+50.00 | 1,546 | | 780 | | 766 |
| 80+00.00 | 109+50.00 | 0 | | 0 | | 0 |
| 110+00.00 | 139+50.00 | 629 | 50 | 401 | | 278 |
| 140+00.00 | 162+50.00 | 435 | | 90 | | 345 |
| SUBTOTALS: | | 3,443 | 50 | 1,834 | 0 | 1,659 |
| TOTAL | | 19,691 | 50 | 4,819 | 138 | 15,060 |
| LOSS DUE TO CLEARING & GRUBBING | | 1300 | | 0 | 0 | 1300 |
| ADDITIONAL UNDERCUT | | | 3700 | 4625 | 4625 | 3700 |
| WASTE IN LIEU OF BORROW | | | | | -4763 | -4763 |
| PROJECT TOTALS: | | 20,991 | 3,750 | 9,444 | 0 | 15,297 |
| GRAND TOTALS: | | 20,991 | 3,750 | 9,444 | 0 | 15,297 |
| SAY: | | 21,500 | 3,800 | | | |

EST. SHOULDER BORROW: 1,930 CY
 EST. CONTINGENCY SHALLOW UNDERCUT: 500 CY

PAVEMENT STRUCTURE VOLUME: 11,881 CY

NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY THE STANTEC DESIGN UNIT. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

| PAVEMENT REMOVAL SUMMARY IN SQUARE YARDS | | | | |
|---|---------|---------|-------------------|-----------------|
| SURVEY LINE | Station | Station | LOCATION LT/RT/CL | ASPHALT REMOVAL |
| -L- | 23+50 | 30+30 | MED. | 1051 |
| -L- | 24+30 | 26+30 | LT | 56 |
| -L- | 26+82 | 28+53 | RT | 70 |
| -L- | 38+05 | 45+86 | MED. | 1,044 |
| -L- | 41+44 | 43+38 | RT | 54 |
| -L- | 46+43 | 48+76 | LT | 66 |
| -L- | 48+43 | 48+94 | LT | 88 |
| -L- | 53+77 | 59+34 | MED. | 487 |
| -L- | 55+10 | 56+40 | LT | 44 |
| -L- | 56+65 | 58+70 | RT | 64 |
| -L- | 70+90 | 73+14 | RT | 78 |
| -L- | 74+88 | 78+30 | MED. | 273 |
| -L- | 81+18 | 82+02 | LT | 166 |
| -L- | 82+84 | 88+45 | MED. | 418 |
| -L- | 97+78 | 102+41 | MED. | 574 |
| -L- | 100+30 | 109+00 | LT | 1,253 |
| -L- | 108+99 | 114+28 | MED. | 885 |
| -L- | 109+95 | 110+50 | LT | 226 |
| -L- | 117+40 | 118+00 | MED. | 41 |
| -L- | 119+52 | 127+76 | MED. | 1,151 |
| -L- | 120+68 | 122+78 | RT | 73 |
| -L- | 130+57 | 136+96 | MED. | 987 |
| -L- | 131+75 | 134+13 | LT | 165 |
| -L- | 133+92 | 135+79 | RT | 68 |
| -L- | 140+62 | 147+25 | MED. | 923 |
| -L- | 152+97 | 155+59 | LT | 49 |
| -L- | 153+56 | 164+57 | MED. | 1,703 |
| -L- | 155+62 | 157+65 | RT | 41 |
| TOTAL: | | | | 12,098 |
| SAY: | | | | 12,100 |

| EXPRESSWAY GUTTER SUMMARY | | | |
|---------------------------|-----------|-----------|--------|
| LINE | Station | Station | LENGTH |
| -L- | 26+82.10 | 27+87.97 | 106 |
| -L- | 131+78.39 | 133+29.00 | 147 |
| -L- | 133+80.92 | 135+79.66 | 194 |
| TOTAL: | | | 447 |
| SAY: | | | 450 |