

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK
 IN CUBIC YARDS

| Chain | Station | Station | Uncl. Excav. | Embank. +% | Borrow | Waste |
|----------------------------------|-----------|-----------|--------------|------------|-----------|-----------|
| SEGMENT 1 | | | | | | |
| -L- | 773+00.00 | 789+00.00 | 403,968 | 901 | 0 | 403,067 |
| -Y5B- | 14+50.00 | 23+00.00 | 857 | 6,453 | 5,596 | 0 |
| -Y15- LT | 17+63.82 | 56+00.00 | 3,532 | 13,107 | 9,575 | 0 |
| -Y15REV- LT | 81+50.00 | 96+28.30 | 11,064 | 28,457 | 17,393 | 0 |
| -Y15- LT | 145+00.00 | 175+50.00 | 16,745 | 2,791 | 0 | 13,954 |
| -Y15FLYAC- | 19+54.00 | 47+61.78 | 5,592 | 340,740 | 335,148 | 0 |
| -Y15FLYBD- | 23+00.00 | 39+40.31 | 0 | 366,905 | 366,905 | 0 |
| -Y15FLYCA- | 69+71.79 | 78+76.00 | 85,935 | 11,701 | 0 | 74,234 |
| -Y15RPA- | 14+52.00 | 32+11.00 | 115,804 | 40,937 | 0 | 74,867 |
| -Y15LPA- | 17+00.00 | 23+50.00 | 37,299 | 0 | 0 | 37,299 |
| -Y15RPB- | 17+00.00 | 28+81.00 | 100 | 70,815 | 70,715 | 0 |
| -UXRPB- | 16+00.00 | 22+70.00 | 1,369 | 980 | 0 | 389 |
| -Y15XOVR1- | 10+00.00 | 21+89.81 | 372 | 428 | 56 | 0 |
| -Y15XOVR2- | 10+00.00 | 21+89.81 | 347 | 535 | 188 | 0 |
| -Y15- CROSSOVER DETOUR REMOVAL | | | 837 | 827 | 0 | 10 |
| SUBTOTAL: | | | 683,821 | 885,577 | 805,576 | 603,820 |
| -Y15- | 21+50.00 | 56+00.00 | 4,935 | 221 | 0 | 4,714 |
| -Y15REV- | 81+50.00 | 96+28.30 | 1,925 | 59 | 0 | 1,866 |
| -Y15- | 145+00.00 | 176+50.00 | 3,773 | 300 | 0 | 3,473 |
| SUBTOTAL: | | | 10,633 | 580 | 0 | 10,053 |
| -L- | 789+00.00 | 818+00.00 | 347,454 | 138,393 | 0 | 209,061 |
| -Y15- RT | 21+50.00 | 56+00.00 | 14,566 | 6,918 | 0 | 7,648 |
| -Y15REV- | 8+00.00 | 27+00.00 | 139,464 | 13,909 | 0 | 125,555 |
| -Y15REV- | 27+00.00 | 46+12.61 | 80,715 | 266,550 | 185,835 | 0 |
| -Y15REV- | 48+57.61 | 65+00.00 | 157,578 | 704 | 0 | 156,874 |
| -Y15REV- | 65+00.00 | 81+50.00 | 88,445 | 17,620 | 0 | 70,825 |
| -Y15REV- RT | 81+50.00 | 96+28.30 | 39,541 | 4,403 | 0 | 35,138 |
| -Y15FLYAC- | 66+68.78 | 80+50.00 | 11,523 | 159,829 | 148,306 | 0 |
| -Y15FLYBD- | 51+59.31 | 70+50.00 | 1,643 | 294,865 | 293,222 | 0 |
| -Y15FLYBD- | 70+50.00 | 86+15.00 | 132,130 | 3,690 | 0 | 128,440 |
| -Y15FLYCA- | 19+50.00 | 52+30.79 | 198,716 | 147,619 | 0 | 51,097 |
| -Y15RPC- | 16+50.00 | 25+70.00 | 3,068 | 37,872 | 34,804 | 0 |
| -Y15RPDREV- | 29+68.00 | 42+55.00 | 3,692 | 55,466 | 51,774 | 0 |
| -UXRPC- | 19+50.00 | 21+00.00 | 242 | 522 | 280 | 0 |
| SUBTOTAL: | | | 1,218,777 | 1,148,360 | 714,221 | 784,638 |
| -L- | 818+00.00 | 836+32.44 | 176,561 | 241,600 | 65,039 | 0 |
| -Y16- | 16+00.00 | 20+73.53 | 940 | 1,856 | 916 | 0 |
| -Y16- | 25+49.53 | 29+50.00 | 138 | 1,536 | 1,398 | 0 |
| -Y16B- | 12+00.00 | 14+00.00 | 173 | 12 | 0 | 162 |
| -Y16DET- | 13+00.00 | 33+76.97 | 595 | 12,215 | 11,620 | 0 |
| -Y16B- | 14+25.00 | 15+00.00 | 22 | 637 | 615 | 0 |
| -Y16DET- & -Y16B- DETOUR REMOVAL | | | 11,176 | 710 | 0 | 10,466 |
| SUBTOTAL: | | | 189,605 | 258,566 | 79,588 | 10,628 |
| SEGMENT 1 SUBTOTAL | | | 2,102,836 | 2,293,083 | 1,599,385 | 1,409,139 |
| SEGMENT 2 | | | | | | |
| -L- | 730+00.00 | 751+00.00 | 69,795 | 153,659 | 83,864 | 0 |
| -L- | 751+00.00 | 773+00.00 | 51,104 | 229,776 | 178,672 | 0 |
| -Y6- | 10+50.00 | 12+50.00 | 928 | 0 | 0 | 928 |
| -Y8- | 13+43.63 | 16+50.00 | 82 | 599 | 517 | 0 |
| -Y15FLYBD- | 19+95.00 | 23+00.00 | 0 | 42,553 | 42,553 | 0 |
| -Y15FLYCA- | 78+76.00 | 81+27.00 | 27,287 | 0 | 0 | 27,287 |
| SUBTOTAL: | | | 149,196 | 426,587 | 305,606 | 28,215 |
| SEGMENT 2 SUBTOTAL | | | 149,196 | 426,587 | 305,606 | 28,215 |

SUMMARY OF EARTHWORK CONT'D
 IN CUBIC YARDS

| Chain | Station | Station | Uncl. Excav. | Embank. +% | Borrow | Waste |
|-----------------------------------|-----------|-----------|--------------|------------|------------|------------|
| SEGMENT 3 | | | | | | |
| -L- | 692+32.98 | 704+00.00 | 202,051 | 23,217 | 0 | 178,834 |
| -Y1B- | 12+50.00 | 20+50.39 | 412 | 2,297 | 1,885 | 0 |
| -Y1B- | 24+06.18 | 41+00.00 | 2,273 | 4,743 | 2,470 | 0 |
| -Y1BDET- | 13+00.00 | 31+00.00 | 378 | 7,304 | 6,926 | 0 |
| -Y1BDET- DETOUR REMOVAL | | | 6,351 | 435 | 0 | 5,916 |
| SUBTOTAL: | | | 211,465 | 37,996 | 11,281 | 184,750 |
| -L- | 704+00.00 | 723+00.00 | 454,482 | 38 | 0 | 454,444 |
| -Y1- | 11+00.00 | 17+50.00 | 617 | 2,696 | 2,079 | 0 |
| -Y1A- | 10+75.00 | 12+00.00 | 16 | 515 | 499 | 0 |
| -Y4- | 11+50.00 | 20+50.00 | 2,937 | 569 | 0 | 2,368 |
| -Y4- | 20+50.00 | 29+85.66 | 6,677 | 14,709 | 8,032 | 0 |
| -Y4- | 31+49.65 | 45+50.00 | 11,737 | 14,864 | 3,127 | 0 |
| -Y4- | 45+50.00 | 60+00.00 | 2,859 | 1,831 | 0 | 1,028 |
| -Y4RPA- | 18+87.00 | 23+75.00 | 65,126 | 0 | 0 | 65,126 |
| -Y4RPB- | 18+63.00 | 22+70.00 | 1,778 | 21,855 | 20,077 | 0 |
| -Y4SPB1- | 23+33.78 | 24+69.77 | 1,055 | 8,758 | 7,703 | 0 |
| -Y4DET- | 10+36.67 | 32+89.22 | 12,497 | 17,233 | 4,736 | 0 |
| -Y4DEET- DETOUR REMOVAL | | | 14,985 | 14,372 | 0 | 613 |
| -Y4A- | 11+00.00 | 18+00.00 | 502 | 752 | 250 | 0 |
| SUBTOTAL: | | | 575,268 | 98,192 | 46,503 | 523,579 |
| -L- | 723+00.00 | 730+00.00 | 142,143 | 131 | 0 | 142,012 |
| -Y4RPC- | 17+89.00 | 22+91.15 | 37,359 | 117 | 0 | 37,242 |
| -Y4RPD- | 17+81.00 | 22+31.00 | 29,933 | 0 | 0 | 29,933 |
| -Y4SPD1- | 22+75.88 | 24+00.00 | 655 | 1,586 | 931 | 0 |
| SUBTOTAL: | | | 210,090 | 1,834 | 931 | 209,187 |
| SEGMENT 3 SUBTOTAL | | | 996,823 | 138,022 | 58,715 | 917,516 |
| SUMMARY TOTALS | | | 3,248,855 | 2,857,692 | 1,963,706 | 2,354,870 |
| LOSS DUE TO CLEARING AND GRUBBING | | | -57,000 | 0 | 0 | -57,000 |
| ROCK WASTE TO REPLACE BORROW | | | 0 | 0 | -37,091 | -37,091 |
| ADJUST FOR ROCK WASTE | | | | -5,564 | -5,564 | 0 |
| WASTE IN LIEU OF BORROW | | | 0 | 0 | -1,921,051 | -1,921,051 |
| PROJECT TOTALS | | | 3,191,855 | 2,852,128 | 0 | 339,728 |
| SAY | | | 3,192,000 | | | |

PAVEMENT STRUCTURE VOLUME = 168,300 CY
 EST. SHOULDER BORROW = 21,700 CY
 EST. DDE = 162,460 CY
 EST. UNDERCUT = 10,000 CY
 EST. SHALLOW UNDERCUT = 8,000 CY
 EST. SELECT GRANULAR MATERIAL CLASS III = 28,900 CY (FOR WORKING PLATFORMS IN SOFT AND WET SOILS)

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