COMPUTED BY: GRAY SUBAT DATE: 2/16/2026
CHECKED BY: ROY TELLIER DATE: 2/16/2026

PROJECT NO.	SHEET NO.
B-4676A	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK
IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +15%	Borrow	Waste
-L- STA. 10+85.00	-L- STA. 19+76.13 (BRIDGE)	1011	9793	8782	0
-Y1- STA. 10+16.84	-Y1- STA. 11+35.00	255	4	0	251
-Y2- STA. 10+15.12	-Y2- STA. 10+65.00	78	11	0	67
-Y3- STA. 10+15.06	-Y3- STA. 12+60.00	718	1237	519	0
SUBTOTALS:		2062	11045	9301	318
-L- 21+43.88 (BRIDGE)	-L- STA. 28+46.74	271	6069	5798	0
-Y5- STA. 10+60.00	-Y5- STA 10+85.00	11	1	0	10
-MUP- STA. 13+50	-MUP- STA 14+81.85	559	11	0	548
SUBTOTALS:		841	6081	5798	558
PROJECT TOTALS:		2903	17126	15099	876
MATERIAL FOR SHOULDER CONSTRUCTION			98	98	
LOSS DUE TO CLEARING AND GRUBBING		-75		75	
MATERIAL FOR STREAM BANK RESTORATION BACKFILL			196	196	
WASTE IN LIEU OF BORROW				-876	-876
PROJECT TOTALS:		2828	17420	14592	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				730	
GRAND TOTALS:		2828		15322	
SAY:		**2900**		**15500**	

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

Note: Earthwork quantities are calculated by the roadway designer. 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	ASPHALT BREAKUP
-L-	15+33	19+95	RT	977.25	
-L-	20+68	23+21	RT	616.13	
-L-	23+64	24+56	RT	31.78	
-L-	25+94	26+76	LT	50.25	
-L-	27+08	28+49	LT	179.82	
-L-	27+94	28+40	RT	44.26	
-Y1-	10+07	11+35	LT	210.28	
-Y2-	10+09	10+65	LT	142.97	
-Y3-	10+92	12+06	LT	242.59	
-L-	20+83	24+98	TEMPORARY	285.78	
		TOTAL:		2781.11	
		SAY:		2800	

"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

GUARDRAIL SUMMARY

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

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL WIDTH	FLARE LENGTH		W		ANCHORS							WOOD RUBRAIL (SEE SHEET 2C-2)	IMPACT ATTENUATOR		REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	Type III	B-77	GREU, TL-3	GREU, TL-2	CAT-1	AT-1	Type III SC		G	NG	
-L-	18+88.62	19+62.73	LT	68.75'			19+62.73		2.5'	17'		25'			1			1				43.75'			
-L-	19+10.53	19+66.32	RT	56.25'			19+66.32		2.5'	10'					1										
-L-	21+34.07	22+31.73	RT	93.75'				22+31.73	2.5'	10'		25'			1			1							
-L-	21+77.88	25+53.60	LT	168.75'			21+77.88		2.5'	17'	25'				1			1				143.75			
-Y1-	10+12.28	10+70.08	LT		68.75'				2.5'	4'										1					
		TOTAL:		387.50'	68.75'																				
		ANCHOR DEDUCTIONS:																							
		GREU TL-2 (3 @ 25')		-75.00'																					
		AT-1 (1 @ 6.25')			-6.25'																				
		Type-III (4 @ 18.75')		-75.00'																					
		GRAND TOTAL:		237.50'	62.50'										4			3		1		187.50'			
		SAY:		250.00'	75.00'																	200.00'			
	5 ADDITIONAL GUARDRAIL POSTS																								