

RD02501B

COMPUTED BY: DBM DATE: 5/27/03  
 CHECKED BY: GSB DATE: 10/07/03

PROJECT NO. SHEET NO.  
 R - 2904 3-C

## STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

### SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav. (CY)	Undercut (CY)	Embank. + % (CY)	Borrow (CY)	Waste (CY)
-L- RIGHT						
-L- 16+40.63	-L- 45+50.00	132		12,376	12,244	
-L- 45+50.00	-L- 57+38.87	7,063		9,482	2,419	
<b>-L- RIGHT SUBTOTAL:</b>		7,195		21,858	14,663	
-L- MEDIAN						
-L- 16+40.63	-L- 45+50.00	252		355	103	
-L- 45+50.00	-L- 46+50.00	15		33	18	
<b>-L- MEDIAN SUBTOTAL:</b>		267		388	121	
-L- LEFT						
-L- 16+40.63	-L- 45+50.00	11,455	269	713		11,011
-L- 45+50.00	-L- 57+38.87	15,991		2,367		13,624
<b>-L- LEFT SUBTOTAL:</b>		27,446	269	3,080		24,635
ADDITIONAL UNDERCUT:			500	590	590	500
LOSS DUE TO CLEAR. & GRUB.:		-650				-650
EST. SHOULDER MATERIAL:					1,950	
<b>SUBTOTALS:</b>		34,258	769	25,916	17,324	24,485
<b>GRAND TOTALS:</b>		34,258	769	25,916	17,324	24,485
<b>SAY:</b>		34,400 CY	800 CY		17,500 CY	
DDE = 25 CY						

### SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

LINE	Station	Station	LOC LT/RT/CL	AREA (SY)
-L-	16+47.00	22+31.00	CL	964
-L-	26+62.00	29+06.00	CL	365
-L-	44+23.00	57+38.87	CL	4,423
PER GEOTECH				500
<b>TOTAL:</b>				6,252
<b>SAY:</b>				6260 SY

### SHOULDER BERM GUTTER

LINE	STATION	STATION	LOCATION	LENGTH (FT)
-L-	22+43	26+84	RT	441
-L-	41+42	43+28	RT	186
-L-	44+99	47+84	RT	285
<b>TOTAL:</b>				912
<b>SAY:</b>				920 FT

### SUMMARY OF UNDERDRAINS

LINE	Station	Station	LOC LT/RT/CL	LENGTH (FT)
-L-	31+75.00	34+25.00	LT	
-L-	44+75.00	46+25.00	LT	
-L-	48+75.00	55+25.00	LT	
-L-	50+75.00	55+25.00	RT	
<b>SUBTOTAL:</b>				1,500
PER GEOTECH				1,000
<b>TOTAL:</b>				2,500

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

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

## GUARDRAIL SUMMARY

LINE	BEG. STA.	END STA.	LOC.	LENGTH			WARRANT POINT		"N" DIST FROM E.O.L.	TOTAL SHLDR WIDTH	FLAIR LENGTH		W		ANCHORS					IMP. ATTEN. TYPE 350			REMOVE EXISTING GRDRAIL	ADDITIONAL GR POSTS	REMARKS				
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPR. END	TRAIL. END			APPR. END	TRAIL. END	APPR. END	TRAIL. END	GRAU 350	CAT-1					EA	G				NG			
-L-	21+89.69	26+93.66	RT	503.97			24+25	26+75	8	11	50			1															
-L-	33+46.75	35+13.00	RT	166.25			33+50	35+13	8	11	50			1															
-L-	40+88.75	43+36.91	RT	248.16			41+00	43+30	8	11	50			1															
-L-	44+45.14	48+36.84	RT	391.70			44+50	48+35	8	11	50	50	1	1															
SUBTOTAL:				1,310.08												5	3								5				
LESS ANCHOR DEDUCTIONS:																													
GRAU-350	5 @ 50.00 =			-250.00																									
CAT-1	3 @ 6.25 =			-18.75																									
<b>ANCHOR TOTALS:</b>				-268.75																									
<b>GRAND TOTALS:</b>				1,041.33																									
<b>SAY:</b>				1,050 LF												5 EA	3 EA								5 EA				