RD261649

COMPUTED BY: SEC	DATE: 12/19/13
CHECKED BY: JT	DATE: 1/17/14

PROJECT NO.	SHEET NO.
B-4591	3-B

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

VOLUMES IN CUBIC YARDS

Station	Station	Uncl. Excav.	UNDERCUT	Embank. +%	Borrow	Waste
-L- 13+50	-L- 22+80	334	360	3,740	3,406	360
	(BEGIN BRIDGE)					
SUBTOTALS:		334	360	3,740	3,406	360
-L- 23+70	-L- 34+70	118	240	7,698	7,580	240
(END BRIDGE)						
SUBTOTALS:		118	240	7,698	7,580	240
PROJECT TOTALS:		452	600	11,438	10,986	600
MATERIAL FOR SHOULDER CONSTRUCTION				463	463	
ADDITIONAL UNDERCUT			1,200			1,200
PROJECT TOTALS:		452	1,800	11,901	11,449	1,800
EST. 5% TO REPLACE TOPSOIL ON BORROW PIT					572	
GRAND TOTALS:		452	1,800		12,021	
SAY:		**470**	**1,800**		**12,200**	

Approximate quantities only. Unclassified excavation, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

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

GEOTEXTILE FOR SOIL STABILIZATION = 1200 SY
SELECT GRANULAR MATERIAL, CLASS III = 3000 CY
6" PERFORATED SUBDRAIN PIPE = 500 LF

SHOULDER BERM GUTTER SUMMARY

IN FEET

LINE	Station	Station	LENGTH
-L- LT	21+92	22+55.83	63.83
-L- RT	20+30	22+55.83	225.83
-L- LT	23+94.17	26+20	225.83
-L- RT	23+94.17	24+58	63.83
		TOTAL:	579.32
		SAY:	590

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	BREAKING ASPHALT	ASPHALT REMOVAL
-L-	14+00	15+00	CL		244
-L-	31+50	33+35	CL		416
-L-	15+00	22+80	CL	1907	
-L-	23+70	31+50	CL	1907	
		TOTAL:		3814	660
		SAY:		3900	670

"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								IMPACT ATTENUATOR TYPE 350		SINGLE FACED CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350	M-350	III	CAT-1	VI MOD	BIC	G	NG				
-L-	21+42.50	22+80.00	LT	137.5				BRIDGE	6	9	-	118.75		2.375			1		1									
-L-	19+80.00	22+80.00	RT	300			BRIDGE		6	9	50	100	1	2			1		1									
BRIDGE																												
-L-	23+70.00	26+70.00	LT	300			BRIDGE		6	9	50	100	1	2			1		1									
-L-	23+70.00	25+07.50	RT	137.5				BRIDGE	6	9	-	118.75	2.375				1		1									
	SUBTOTAL			875													4		4									
	LESS ANCHOR DEDUCTIONS:																											
	GRAU 350:	4	@ 50.00'	200																								
	TYPE III:	4	@ 18.75'	75																								
	ANCHOR TOTALS =			275																								
	GRAND TOTALS			600																								
	SAY			**625**			**Additional guardrail posts =**			**5**	**EA**						**4**		**4**									