12/06/07

COMPUTED BY: Y. J. ANORD DATE: 11-20-2013
CHECKED BY: C. H. LEE DATE: 10-17-2014

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
B-4565	3B-1

SUMMARY OF EARTHWORK
IN CUBIC YARDS

STATION	STATION	UNCL. EXCAV.	EMBANK. + %	BORROW	WASTE
–L– STA. 11+00.00	17+75.00	425	2,660	2,235	
	(BEGIN BRIDGE)				
SUBTOTALS:		425	2,660	2,235	
–L– STA. 22+60.00	28+26.42	0	4,643	4,643	
(END BRIDGE)	(BEGIN BRIDGE)				
SUBTOTALS:		0	4,643	4,643	
–L– STA. 30+87.58	34+50.00	86	4,660	4,574	
(END BRIDGE)					
SUBTOTALS:		86	4,660	4,574	
–Y1– STA. 12+51.23	15+00.00	216	9	0	207
–DRIVE– STA. 12+85.75	14+86.45	105			105
SUBTOTALS:		321	9	0	312
TOTAL		832	11,971	11,452	312
MATERIAL FOR SHOULDER CONSTRUCTION			15	15	
WASTE IN LIEU OF BORROW				–312	–312
PROJECT TOTALS:		832	11,986	11,154	0
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				558	
GRAND TOTALS:		832	11,986	11,712	
SAY:		850		11,750	

DDE = 52 CY
EST. UNDERCUT = 2,500 CY CONTINGENCY
EST. SELECT GRANULAR MATERIAL = 2,500 CY CONTINGENCY

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.

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

SUMMARY OF PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
–L–	16+50	18+04	LT	705.03
–L–	22+45	24+50	LT	669.07
–L–	27+50	28+60	LT	324.47
–L–	30+75	32+00	LT	424.34
–L–	15+00	17+77	RT	882.19
–L–	22+45	28+32	RT	1,746.13
–L–	30+74	32+00	RT	452.83
–Y1–	13+37	–L– 15+43	LT	1,353.75
			TOTAL:	6,557.82
			SAY:	6,600

"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

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 GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND 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 TL–3	M–350	TYPE III	CAT–1	VI MOD	BIC	AT–1	EA	G	NG				
–L–	16+72.62	17+33.39	RT	43.75′	56.25′		17+33.39 (APPR. SLAB)		7.50′	10.00′	25′		.5′						1				1							
–L–	23+05.14	24+61.39	LT	156.25′				23+05.14 (APPR. SLAB)	7.50′	10.00′	137.50′		2.75				1		1											
–L–	26+46.02	28+02.27	RT	156.25′			28+02.27 (APPR. SLAB)		7.50′	10.00′	137.50′		2.75				1		1											
–L–	31+11.75	32+68.00	LT	156.25′				31+11.75 (APPR. SLAB)	7.50′	10.00′	128.59′		2.75				1		1											
			PROJECT SUBTOTAL	512.50′	56.25′																									
		LESS ANCHOR DEDUCTION:																												
		TYPE III: 4 @ 18.75′		–75																										
		GRAU–350 TL–3: 3 @ 50.00′		–150																										
			AT–1: 1 @ 6.25′		–6.25′											TOTAL:	3		4				1							
			TOTAL	287.50′	50.00′																									
			SAY	287.50′	50′																									
																ADDITIONAL GUARDRAIL POSTS = 5															

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