COMPUTED BY: EDDIE DOUGLAS DATE: 9/12/2013
CHECKED BY: B.C. FOWLER DATE: 11/19/2014

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
W-5316	3B-1

SUMMARY OF EARTHWORK (IN CUBIC YARDS)

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
-L- 10+10.00 LT	-L- 23+90.00 LT	459	204		255
-L- 10+10.00 RT	-L- 23+90.00 RT	823	19		804
SUBTOTALS:		1,282	223		1,059
-Y1- 10+18.00 LT	-Y1- 13+15.00 LT	72	113	41	
-Y1- 10+18.00 RT	-Y1- 13+15.00 RT	189	62		127
SUBTOTALS:		261	175	41	127
-Y2- 11+63.00 LT	-Y2- 14+45.61 LT	43	158	115	
-Y2- 10+25.00 RT	-Y2- 14+45.61 RT	164	50		114
SUBTOTALS:		207	208	115	114
TOTALS:		1,750	606	156	1,300
LOSS DUE TO CLEARING & GRUBBING		-250			-250
WASTE IN LIEU OF BORROW				-156	-156
PROJECT TOTALS:		1,500	606	0	894
GRAND TOTALS:		1,500	606	0	894
SAY:		1,550			

GEOTECHNICAL REPORT DATE 1/9/13

(CONTINGENCY)
UNDERCUT FOR EMBANKMENT STABILIZATION =250 CY
SHALLOW UNDERCUT =500 CY
GEOTEXTILE FOR SOIL STABILIZATION =1500 SY
CLASS IV SUBGRADE STABILIZATION =950 TON

SHOULDER BORROW = 550 CY

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

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.

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL (IN SQUARE YARDS)

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
-Y1-	10+18.00	11+13.38	LT&RT	309.10
-Y2-	13+40.49	14+45.61	LT&RT	334.54
-Y3-	10+19.32	10+68+00	LT&RT	297.20
			TOTAL:	940.84
			SAY:	950

SUMMARY OF EXISTING CONCRETE REMOVAL (IN SQUARE YARDS)

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
-L-	16+28.53	16+46.92	RT	86.50
			TOTAL:	86.50
			SAY:	90

"N" = DISTANCE FROM END OF PAVEMENT 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.P.	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	TES	XI	GRAU 350 TL-3	M-350	TYPE III	CAT-1	VI MOD	BIC	AT-1	EA	G	NG				
-Y3-	10+66.50	10+66.50	CL	25			10+68.00								2															
			SUBTOTAL:	25											2															
			TOTAL:	25											2															
			SAY:	25											2															
		ADDITIONAL GUARDRAIL POSTS = 1																												

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