COMPUTED BY: C.E. HARRIS	DATE: 11/2014
CHECKED BY: J.L. TEAGUE	DATE: 12/2014

PROJECT NO.	SHEET NO.
B-4659	3B-1

RD261649

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

★SUMMARY OF EARTHWORK
IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- STA. 10+90.00	-L- 15+43.65 BEGIN BRIDGE	8	3,515	3,507	0
SUBTOTAL		8	3,515	3,507	0
-L- STA. 16+86.35 END BRIDGE	-L- STA. 22+50.00	239	7,262	7,023	0
SUBTOTAL		239	7,262	7,023	0
TOTAL		247	10,777	10,530	0
EST. SHOULDER MATERIAL			144	144	
PROJECT TOTALS		247	10,921	10,674	0
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				534	
GRAND TOTALS		247		11,208	
SAY		300		11,500	

ESTIMATED UNDERCUT EXCAVATION = 400 C.Y.
ESTIMATED SELECT GRANULAR MATERIAL = 400 C.Y.
ESTIMATED DDE = 240 C.Y.

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.

★ASPHALT PAVEMENT REMOVAL & BREAKUP SUMMARY
IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP
-L-	13+75.00	14+50.00	EXIST. ROAD	189	
-L-	14+50.00	15+25.00	EXIST. ROAD		192
-L-	15+25.00	15+73.31	EXIST. ROAD	128	
-L-	16+54.48	17+15.00	EXIST. ROAD	160	
-L-	17+15.00	19+75.00	EXIST. ROAD		666
-L-	19+75.00	22+50.00	EXIST. ROAD	708	
			TOTAL:	1,185	858
			SAY:	1,200	875

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

"N" = DISTANCE FROM EDGE OF LANE/FACE OF CURB TO FACE OF GUARDRAIL
TOTAL SHOULDER/BERM WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE/FACE OF CURB TO SHOULDER BREAK POINT/BACK OF BERM.
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.	"N" DIST. FROM FACE OF CURB	TOTAL SHOUL. WIDTH	TOTAL BERM WIDTH	FLARE LENGTH		W		TYPE III SHOP CURVED	GRAU 350 TL-2	M-350	XIII	CAT-1	VI MOD	BIC	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								G	NG				
-L-	12+07.42	15+51.17 (BR)	LT	343.75'			15+51.17 (BR)	12+50.00	6'		9'			25'		0.5'	1	1											CURVE TYPE III ANCHOR UNIT
-L-	13+93.00	15+36.75 (BR)	RT	143.75'				15+36.75 (BR)		7.5'		14'	125'		2.5'		1	1											CURVE TYPE III ANCHOR UNIT
-L-	16+88.62 (BR)	19+94.87	LT	306.25'			19+25.00	16+88.62 (BR)	6'		9'		25'	50'	0.5'	0.81'	1	1											CURVE TYPE III ANCHOR UNIT
-L-	16+80.19 (BR)	19+23.94	RT	243.75'			16+80.19 (BR)			8'		14'		225'		4'	1	1											CURVE TYPE III ANCHOR UNIT
			SUBTOTAL:	1,037.50'																									
		ANCHOR DEDUCTION :		-175'																									
			TOTAL:	862.50'													4	4											
			SAY:	900'																									

ANCHOR UNIT DEDUCTIONS
TYPE III SHOP CURVED : 4 @ 18.75' =75'
GRAU 350 TL-2 : 4 @ 25' =100'
TOTAL : 175'
ADDITIONAL GUARDRAIL POSTS : 5