RD261633

COMPUTED BY: DDL DATE: 1/13/2015
CHECKED BY: SCL DATE: 1/13/2015

PROJECT NO.	SHEET NO.
B-4722B	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

IN CUBIC YARDS

LINE	STATION	STATION	UNCL.	UNDERCUT EXCAVAT.	EMBANK. +%	BORROW	TOTAL WASTE
PHASE I							
-L-	31+00.00	44+05.00	2,260		10,799	8,539	
-L-	53+62.00	66+50.00	1,121		9,916	8,795	
SUBTOTAL			3,381		20,715	17,335	
PHASE II (RT.)							
-L-	31+00.00	40+00.00	878		153		725
-L-	56+00 .00	66+50.00	1,108		14		
-DR-	10+25.00	11+00.00	68				68
SUBTOTAL			2,054		167		1,887
CAUSEWAY REMOVAL							
-L-	40+96.00	44+05.00	9,605				9,605
-L-	53+62.00	54+55.00	156				156
SUBTOTAL			9,761				9,761
TOTAL			15,196		20,882	17,335	11,648
SELECT GRANULAR MATERIAL CLASS III IN LIEU OF BORROW					-7,417	-7,417	
SURCHARGE			7,761		10,089	10,089	7,761
PROJECT TOTAL:			22,957		23,554	20,007	19,409
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT						1,000	
GRAND TOTALS:			22,957		23,554	21,007	19,409
SAY:			23,500			21,500	

EST. DDE =590 CUBIC YARDS
EST. UNDERCUT = 2,300 CUBIC YARDS
EST. SHALLOW UNDERCUT = 100 CUBIC YARDS

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.

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

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

LINE	STATION	STATION	LOC LT/RT/CL	SY
-L-	31+00.00	33+17.84	RT	87.21
-L-	33+17.84	43+61.93	RT	2,752.82
-L-	53+89.95	63+94.30	RT	2,646.31
-L-	63+94.30	66+50.00	RT	133.09
			TOTAL:	5,619.43
			SAY:	5,620

MILLING ASPHALT PAVEMENT, 0"TO 3"

LINE	STATION	STATION	SY
-L-	31+00.00	33+08.87	233.65
-L-	65+68.57	66+50.00	153.74
		TOTAL	387.39
		SAY:	390

SHOULDER BERM GUTTER

LINE	STATION	STATION	LOC LT/RT/CL	FT
-L-	38+44.25	40+75.33	RT	231.08
-L-	39+47.70	40+75.33	LT	127.63
-L-	54+74.67	55+80.00	RT	105.33
-L-	54+74.67	55+10.00	LT	35.33
			TOTAL:	499
			SAY:	505

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

GUARDRAIL SUMMARY

LINE	BEG. STA.	END STA.	LOC.	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPR. END	WARRANT POINT TRAIL. END	"N" DIST FROM E.O.L.	TOTAL SHLDR WIDTH	FLAIR LENGTH APPR. END	FLAIR LENGTH TRAIL. END	W APPR. END	W TRAIL. END	ANCHORS TYPE III	ANCHORS AT-1	ANCHORS GRAU 350	ANCHORS TYPE III SC	ANCHORS XII	ANCHORS CAT-1	ANCHORS TEMP. W. BEAM	IMP. ATTEN. TYPE 350 EA	IMP. ATTEN. TYPE 350 G	IMP. ATTEN. TYPE 350 NG	REMOVE EXISTING GRDRAIL		REMARKS
-L-	33+55.75	40+99.50	LT	743.75				40+99.50	6'	13'	200'	50'	4'	1'	1		1										
-L-	37+93.25	40+99.50	RT	306.25			40+99.50		6'	13'	287.50	0	5'	0	1		1										
-L-	54+50.50	64+94.25	LT	1,043.75			54+50.50		6'	13'	50'	200'	1'	4'	1		1										See TMP-4
-L-	54+50.50	56+31.75	RT	181.25				54+50.50	6'	13'	0.00	162.5	0.00	3.125'	1		1										See TMP-5
-L-	43+60.00 +/-		RT																		1						
-L-	53+90.00 +/-		RT																		1						
		PROJECT TOTAL		2275																							
		LESS ANCHOR DEDUCTION																									
		4 GRAU 350 @ 50.00'		200																							
		4 TYPE III @ 18.75'		75																							
			TOTAL	2,000.00											4		4				2						
			SAY	2,025.00										ADDITIONAL GUARDRAIL POSTS = 5													