COMPUTED BY:	WTB	DATE:	3/4/15	
CHECKED BY:	WAS	DATE:	3/5/15	

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA B-4972

"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	BEG. STA.	END STA.	. LOCATION		LENGTH				"N" DIST.	TOTAL SHOUL		E LENGTH W					ANCHORS					IMP ATTEN TYPI		SINGLE FACED	REMOVE STOCKE EXISTING	E & PILE REMARKS	
LINE BEG.				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	WIDTH		TRAILING APPROACH END END		TRAILING XI END MOD	XI MOD	XI	XI 350 M-350	TYPE III	CAT-1	VI MOD	BIC	G	NG	BARRIER	REMOVE EXISTING GUARDRAIL GUARDRAIL	NG RAIL	
-L-	16+94.94	20+63.69	Lt.	368.75				17+60.00	5.5'	9'		50'		1'			1		1								
-L-	16+69.94	20+63.69	Rt.	393.75			17+20.00		4'	9'	50'		1'				1		1								
-L-	24+46.32	26+14.58	Lt.	168.75			25+80.00		4'	9'	150		3'				1		1								
-L-	24+46.32	26+02.75	Rt.	156.25				25+35.00	5.5'	9'		50'		1'			1		1								
			Sub-Totals	1087.5													4		4								
	De	eduction for Guar	d Anchor Units	-275																							
																			Deductions for	Guardrail Anch	or Units						
			Total	812.5				SAY '5' ADDITION	ONAL GUA	RDRAIL POST										4 - 1	ype 350 @ 50'	= 200					
																				4- Ty	pe III @ 18.75'	= 75					
		9	Say	825																		275					

	PAVEMENT REMOVAL SUMMARY in Square Yards												
SURVEY LINE	BEG. STA.	END STA.	LOCATION	ASPHALT	ASPHALT	CONCRETE	CONCRETE						
				REMOVAL	BREAKUP	REMOVAL	BREAKUP						
-L-	16+35.00	20+50.00	Centerline		1029								
-L-	20+50.00	20+94.50	Centerline	108									
-L-	22+93.00	25+00.00	Centerline	516									
-L-	25+00.00	26+75.00	Centerline		433								
			Total	624	1462								
			Say	630	1470								

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

COMPUTED BY: WTB	DATE: 3/14/15	
CHECKED BY: WAS	DATE: 3/5/15	

STATE OF NORTH CAROLINA **DIVISION OF HIGHWAYS**

SUMMARY OF EARTHWORK

			in Cublic Y	arus			
CHAIN	BEGINNING	ENDING	UNCL. EXCA.	UNDERCUT	EMBANK. +%	BORROW	WASTE
CHAIN	STATION	STATION	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
SUMMARY 1							
-L-	15+50.00	21+00.00	513		11,534	11,021	
-L-	22+50.00	29+00.00	4,560		4,063		497
SUBTOTAL			5,073		15,598	11,021	497
SHEET TOTALS			5,073	1	15,598	11,021	497
LOSS DUE TO CLEARII	NG AND GRUBBING		-110			110	
MATERIAL FOR SHOUL	DER CONSTRUCTION				312	312	
EARTH WASTE IN L	IEU OF BORROW					-497	-497
PROJECT	TOTAL		4,963		15,910	10,947	
EST. 5% TO REPLACE TOP SOIL C	ON BORROW PIT					547	
GRAND	TOTAL		4,963			11,494	
SA	Υ		5,500			12,000	
DRAINAGE DITCH EXCAV	ATION = 470C.Y.						
ESTIMATED UNDERCUT =	500 C.Y.						
ESTIMATED SHALLOW UN	NDERCUT = 100 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.