COMPUTED BY: HN DATE: 06/25/2015
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT NO.	SHEET NO.
B-2500AB	3B-1

SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
DETOUR, BEGIN DETOUR TO EXIST. MABEY BRIDGE					
-L- 3141+57.38	-L- 3169+44.26	266	920	654	
(DET. STA. 11+57.38)	(DET. BEGIN EXIST. BRIDGE)				
	SUBTOTAL 1	266	920	654	
DETOUR, EXIST. MABEY BRIDGE TO END DETOUR					
-L- 3176+19.06	-L- 3195+19.95	480	581	101	
(DET. END EXIST. BRIDGE)	(DET. STA. 65+22.38)				
	SUBTOTAL 2	480	581	101	
L, BEGIN -L- TO BEGIN BRIDGE					
-L- 3141+50.00	-L- 3159+00.00	1,103	4,641	3,538	
(BEGIN PROJECT)	(BEGIN BRIDGE)				
	SUBTOTAL 3	1,103	4,641	3,538	
L, END BRIDGE TO END -L-					
-L- 3182+50.00	-L- 3195+20.00	494	3,286	2,792	
(END BRIDGE)	(END PROJECT)				
	SUBTOTAL 4	494	3,286	2,792	
DETOUR REMOVAL (Before Existing Bridge)					
-L- 3141+57.38	-L- 3169+44.26	708	-	-	708
(DET. STA. 11+57.38)	(DET. BEGIN EXIST. BRIDGE)				
*-L- 3167+87	*-L-3169+47	*1550	-	-	*1550
*(BEGIN STEEL SHEET PILING)	*(END STEEL SHEET PILING))				
	SUBTOTAL 5	2,258	-	-	2,258
DETOUR REMOVAL (After Existing Bridge)					
-L- 3176+19.06	-L- 3195+19.95	447	-	-	447
(DET. END EXIST. BRIDGE)	(DET. STA. 65+22.38)				
*-L- 3176+14	*-L-3177+70	*950			*950
*(BEGIN STEEL SHEET PILING)	*(END STEEL SHEET PILING))				
	SUBTOTAL 6	1,397	-	-	1,397
SUBTOTALS 1 THRU 6		5,998	9,428	7,085	3,655

* Noted approximate quantities (1,550 & 950 CY) are between existing steel sheet piles. This waste earth material shall be stockpiled at the Old US Coast Guard Station on SR 1257 (Life Boat Station Rd) approximately 6.2 miles north of the project.

SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
NC-12 REPAIR, South End - Proposed Pavement Areas					
-ELN- 3076+40	-ELN- 3106+40	278	142	-	136
	SUBTOTAL 7	278	142	-	136
NC-12 REPAIR, South End - Proposed Pavement Areas					
-ELN- 3106+40	-ELN- 3141+50	450	129	-	321
	SUBTOTAL 8	450	129	-	321
NC-12 REPAIR, South End - Pavement Removal Areas					
-ELN- 3076+40	-ELN- 3106+40	5,241	40	-	5,201
	SUBTOTAL 9	5,241	40	-	5,201
NC-12 REPAIR, South End - Pavement Removal Areas					
-ELN- 3106+40	-ELN- 3141+50	4,564	1	-	4,563
	SUBTOTAL 10	4,564	1	-	4,563
NC-12 REPAIR, North End - Proposed Pavement Areas					
-ELN- 3195+18.45	-ELN- 3214+00	46	43	-	3
(-L- 3195+20.00)					
	SUBTOTAL 11	46	43	-	3
NC-12 REPAIR, North End - Proposed Removal Areas					
-ELN- 3195+18.45	-ELN- 3214+00	1,404	16	-	1,388
(-L- 3195+20.00)					
	SUBTOTAL 12	1,404	16	-	1,388
SUBTOTALS 7 THRU 12		11,983	371	-	11,612
PROJECT TOTALS:		17,981	9,799	7,085	*15,267
EST 5% TO REPLACE TOP SOIL ON BORROW BIT				354	
GRAND TOTALS:		17,981	9,799	7,439	*15,267
SAY:		18,000		7,500	

UNDERCUT EXC. = 1,000 CY CONTINGENCY
SHALLOW UNDERCUT = 100 CY CONTINGENCY
EST. DDE = 500 CY

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.

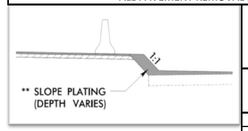
Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Removal of Existing Concrete Pavement and Clearing and Grubbing will be paid for at the contract lump sum price for grading.

PAVEMENT REMOVAL SUMMARY
(B-2500A PROJECT)

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL (SY)
DETOUR PAVEMENT				
-ELN-	3078+13	3141+50	CL	19,942.79
-ELN-	3195+20	3214+00	CL	5,029.44
TEMPORARY WIDENING				
-ELN-	3112+80	3122+20	RT	633.34
-ELN-	3195+20	3195+80	RT	20.00
** DETOUR RIGHT SLOPE PLATING				
-ELN-	3085+40	3090+50	RT	137.08
-ELN-	3096+00	3104+00	RT	86.29
-ELN-	3109+00	3119+80	RT	165.01
-ELN-	3140+50	3141+50	RT	5.56
			TOTAL:	26,019.51

** DETOUR RIGHT SLOPE PLATING, SEE FIGURE BELOW FOR DETAILS

ALL PAVEMENT REMOVAL SHALL BE DONE UNDER THE DIRECTION OF THE ENGINEER.



PAVEMENT REMOVAL SUMMARY
(B-2500AB PROJECT)

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL (SY)	CONCRETE REMOVAL (SY)
-L-	3141+50	3153+80	LT,CL,RT	2,707.47	
-L-	3149+04	3154+00	RT	523.64	
-L-	3154+00	3168+64	RT	3,774.71	
-L-	3177+02	3186+00	RT	1,855.23	
-L-	3181+15	3186+00	LT,CL	1,364.19	
-L-	3186+00	3190+20	RT	466.03	
-L-	3186+50	DRIVE	LT	254.38	
-L-	DRIVE	3194+00	LT,CL,RT	1,726.06	
-DETOUR-	13+38	26+24	LT,CL,RT	2,773.14	
-DETOUR-	26+24	39+47	LT,CL,RT	4,262.03	
-DETOUR-	46+12	55+14	LT,CL,RT	2,905.16	
-DETOUR-	55+14	64+02	LT,CL,RT	2,051.82	
PARKING LOT, RIGHT OF -DETOUR-					
-DETOUR-	24+90	27+23	RT	2,658.92	
-DETOUR-	25+38	26+89	RT		325.46
BURIED PAVEMENT BETWEEN EXISTING STEEL SHEET PILING					
-L-	3167+87	3169+47	RT	533.33	
-L-	3176+14	3177+70	RT	520.00	
B-2500AB PAVEMENT REMOVAL			TOTAL	28,376.12	325.46
B-2500A PAVEMENT REMOVAL			TOTAL	26,019.51	
			GRAND TOTAL:	54,395.63	325.46
			SAY:	54,400	330

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
GUARDRAIL SUMMARY

"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

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH (LF)			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL WIDTH	FLARE LENGTH		W		ANCHORS			IMPACT ATTENUATOR TYPE 350		SINGLE FACED CONCRETE BARRIER	REMOVE GUARDRAIL	REMOVE & RESET EXIST. GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	TYPE III	TEMP. B-77	GRAU 350	G	NG				
L	3152+87.62	3159+06.37	LEFT	618.75				3154+00.00	4.75	8.75		50		1	1		1						
L	3152+27.53	3158+96.28	RIGHT	668.75			3153+49.24		4.75	8.75	50		1		1		1						3'-1.5" POST SPACING FOR 25' TAPER STARTING AT END OF TYPE III STRUCTURE ANCHOR UNIT.
L	3182+44.98	3187+63.73	LEFT	518.75			3186+49.52		4.75	8.75	50		1		1		1						
L	3182+52.45	3187+21.20	RIGHT	468.75				3186+01.23	4.75	8.75		50		1	1		1						
DETOUR	36+69.23	39+46.67	LEFT													1					282		SEE DETAIL 2C-2 IN ROADWAY PLANS (TRANSITION PANEL ON TMP PLANS)
DETOUR	36+62.74	39+46.67	RIGHT																		282	282	REMOVE & RESET EXISTING GUARDRAIL, REMOVE AFTER FINAL IS BUILT
DETOUR	46+11.74	48+57.83	LEFT													1					250		SEE DETAIL 2C-2 IN ROADWAY PLANS (TRANSITION PANEL ON TMP PLANS)
DETOUR	46+11.90	48+44.56	RIGHT																		231	231	REMOVE & RESET EXISTING GUARDRAIL, REMOVE AFTER FINAL IS BUILT
										EXTRA POSTS													
										@ 3'-1.5" POST SPACING : 10 POST IS NEEDED FOR A 25' RUN													
			LESS ANCHOR DEDUCTIONS							4 x 25' (1/2 post runs) = 100'													
			GRAU 350 : 4 x 50	-200							TOTAL POSTS NEEDED FOR 4 x 25' RUNS = 10 x 4 = 40 POSTS												
			TYPE III : 4 x 18.75'	-75																			
			TOTAL	2,000											TOTAL:	4	2	4				1,045	513	
			SAY	2,050											SAY:	4	2	4				1,050	520	
				ADDITIONAL GUARDRAIL POSTS = 45 EA.																					