COMPUTED BY: G. MODLIN DATE: 8/19/2015
CHECKED BY: T. HUFFMAN DATE: 8/20/2015

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| W-5519 | 3B |

## SUMMARY OF EARTHWORK

*(IN CUBIC YARDS)*

| STATION | STATION | UNCL. EXCAV. | EMBANK. +% | BORROW | WASTE |
|---|---|---|---|---|---|
| –L– 101+02.53 | 128+40.00 | 1,452 | 236 | 0 | 1,216 |
| –L– 128+40.00 | 150+45.00 | 963 | 318 | 0 | 646 |
| –L– 200+25.00 | 228+00.00 | 813 | 755 | 0 | 58 |
| –L– 228+00.00 | 256+00.00 | 1,001 | 514 | 0 | 487 |
| –L– 256+00.00 | 284+40.00 | 1,127 | 1,095 | 0 | 32 |
| –L– 303+10.87 | 305+01.90 | 152 | 18 | 0 | 135 |
| –L– 315+00.00 | 334+40.00 | 565 | 610 | 45 | 0 |
| –L– 354+35.00 | 376+93.00 | 1,355 | 260 | 0 | 1,095 |
| –L– 403+35.00 | 423+72.00 | 711 | 608 | 0 | 104 |
| | | | | | |
| SUBTOTALS: | | 8,139 | 4,413 | 45 | 3,772 |
| | | | | | |
| –SR1–16+80.00 | 21+23.63 | 340 | 560 | 220 | 0 |
| | | | | | |
| SUBTOTALS: | | 340 | 560 | 220 | 0 |
| | | | | | |
| PROJECT TOTALS: | | 8,479 | 4,973 | 265 | 3,772 |
| | | | | | |
| WASTE IN LIEU OF BORROW | | | | –265 | –265 |
| | | | | | |
| GRAND TOTALS: | | 8,479 | | | 3,507 |
| | | | | | |
| SAY: | | 8,500 | | | 3,600 |

EST 5,090 CY DRAINAGE DITCH EXCAVATION
EST 250 CY UNDERCUT – PER GEOTECH RECOMMENDATION, TO BE USED AT THE DISCRETION OF THE ENGINEER
EST 250 CY SELECT GRANULAR MATERIAL – PER GEOTECH RECOMMENDATION, TO BE USED AT THE DISCRETION OF THE ENGINEER
EST 700 CY SHALLOW UNDERCUT – PER GEOTECH RECOMMENDATION, TO BE USED AT THE DISCRETION OF THE ENGINEER
EST 2,450 SY GEOTEXTILE FOR SOIL STABILIZATION – PER GEOTECH RECOMMENDATION, TO BE USED AT THE DISCRETION OF THE ENGINEER
EST 1,400 TONS CLASS IV SUBGRADE STABILIZAITON – PER GEOTECH RECOMMENDATION, TO BE USED AT THE DISCRETION OF THE ENGINEER
EST 100 TONS INCIDENTAL STONE – TO BE USED AT THE DISCRETION OF THE ENGINEER

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

## PAVEMENT REMOVAL SUMMARY

| SURVEY LINE | STATION | STATION | LOCATION LT/RT/CL | $YD^2$ |
|---|---|---|---|---|
| –L– | 104+59 | 105+75 | LT | 248.00 |
| –L– | 121+49 | 122+33 | RT | 278.11 |
| –L– | 131+91 | 132+85 | LT | 268.33 |
| –L– | 143+00 | 143+38 | RT | 26.56 |
| –L– | 156+78 | 157+50 | RT | 247.89 |
| –L– | 218+72 | 219+75 | LT | 200.78 |
| –L– | 218+66 | 219+72 | RT | 80.56 |
| –L– | 241+70 | 242+67 | LT | 205.44 |
| –L– | 241+73 | 242+65 | RT | 208.56 |
| –L– | 252+75 | 253+21 | RT | 79.78 |
| –L– | 265+15 | 265+88 | LT | 44.44 |
| –L– | 264+99 | 266+02 | RT | 63.00 |
| –L– | 277+10 | 277+43 | RT | 67.11 |
| –L– | 285+44 | 290+54 | LT | 1,305.22 |
| –L– | 328+20 | 331+10 | RT | 403.44 |
| | | | TOTAL: | 3,727.22 |
| | | | SAY: | 3,730 |

"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

## GUARDRAIL SUMMARY

| SURVEY LINE | BEG. STA. | END STA. | LOCATION | LENGTH | | | WARRANT POINT | | "N" DIST. FROM E.O.L. | 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 | XI MOD | XI | GRAU 350 | M–350 | XIII | CAT–1 | VI MOD | TES | AT–1 | EA | G | NG | | | | |
| –L– | 155+85 | 156+46 | RT | 62.50 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | T–TURNAROUND |
| –L– | 156+85 | 156+85 | RT | 25.00 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | ROAD CLOSURE |
| –L– | 350+33 | 350+33 | RT | 37.50 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | ROAD CLOSURE |
| –L– | 351+48 | 351+48 | LT | 25.00 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | ROAD CLOSURE |
| –L– | 353+10 | 353+10 | RT | 37.50 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | ROAD CLOSURE |
| –L– | 354+00 | 354+00 | LT | 25.00 | | | | | | | | | | | | | | | | | | 2 | | | | | | | | ROAD CLOSURE |
| | | TOTALS | | 212.50 | | | | | | | | | | | | | | | | | | 12 | | | | | | | | |

ADDITIONAL GUARDRAIL POST = 4 EA.

12/06/07
8/19/2015
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thuffman