COMPUTED BY:	BEH	DATE: 9/17/2014
CHECKED BY:_	BCS	DATE: <u>9/25/2014</u>

# DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

#### PROJECT REFERENCE NO. SHEET NO. B-4822 3B-1

## SUMMARY OF EARTHWORK IN CUBIC YARDS

STATION	ation station		UNDERCUT EXCAV.	EMBANK. +%	BORROW	WASTE		
10 + 75.00	14 + 73.84	7		1,196	1,189			
13 + 75.00	14 + 75.00		425	489	489	425		
SUE	BTOTAL:	7	425	1,685	1,678	425		
15 + 46.16	19 + 85.00	3		1,674	1,671			
15+45.00	16 + 45.00		675	776	776	675		
17 + 00.00	18 + 75.00		400	460	460	400		
SUE	BTOTAL:	3	1,075	2,910	2,907	1,075		
		1						
TC	DTALS:	10	1,500	4,595	4,585	1,500		
ADDITIONA	L UNDERCUT		300	345	345	300		
WASTE IN LEI	U OF BORROW							
	ULAR MATERIAL OF BORROW			-1,725	<b>-</b> 1,725			
PROJE	CT TOTAL:	10	1,800	3,215	3,205	1,800		
	EPLACE TOP SOIL DRROW PIT				160			
GRAN	D TOTAL:	10			3,365			
	SAY:	10			3,370			

PER GEOTECH RECOMMENDATION: EST. SELECT GRANULAR MATERIAL: 1,800 CY

PER GEOTECH RECOMMENDATION: EST. SHALLOW UNDERCUT = 150 CY

APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING".

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.

## SHOULDER BERM GUTTER

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LF
-L-	15 + 60 +/-	15 + 72	LT	12
			TOTAL:	12
			SAY:	12

### EXISTING PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD <sup>2</sup>
-L-	10 + 75	15 + 25	LT	565.50
-L-	15 + 46	19 + 37	LT	681.71
			TOTAL:	1,247.21
			SAY:	1,250

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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

SURVEY	BEG. STA. END ST.		LOCATION		LENGTH		WARRA	NT POINT	"N" DIST.	TOTAL	FLARE	LENGTH	,	V				anchors				TEM CRAS	SH	SINGLE	REMOVE	REMOVE AND	
LINE		END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	ROM SHOUL.  WIDTH APP	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	B-77 GR/	AU M-350	TEMP. W-BEAM RETROFIT	TYPE III VI MOD	GRAU 350 TL–2	AT-1	CUSHI EA G	(	FACED GUARDRAIL	EXISTING GUARDRAIL	STOCKPILE EXISTING GUARDRAIL	REMARKS
-L-	14 + 21.68	14 + 77.93 (BR.)	LEFT	56.25′				14 + 77.93(BR.)	5.25′	8.25′		25′		0.5′				RETROTTI	1	1							
_L_	14 + 13.50	14 + 69.75 (BR.)	RIGHT	56.25′			14 + 69.75(BR.)		5.25′	8.25′	25′		0.5′						1	1							
-L-	15 + 42.07 (BR.)	15 + 98.32	RIGHT	56.25′				15 + 42.07(BR.)	5.25′	8.25′		25′		0.5′					1	1							
-L-	15 + 50.25 (BR.)	16+06.50	LEFT	56.25′			15 + 50.25(BR.)		5.25′	8.25′	25′		0.5′						1	1							
			SUBTOTAL	225.00′																							
		LESS ANCHOR	DEDUCTIONS:																								
		GRAU 350 TL-2	4 @ 25.00′ =	-100.00°																							
		TYPE III	4 @ 18.75′ =	-75.00 <sup>'</sup>																							
		ANCHOR DEDU	1	_175.00 <sup>′</sup>																							
			PROJECT TOTAL	50.00′															4	4							
			SAY	50.00′																							
		ADDITIONAL GI	JARDRAIL POST =	5 EA																							
TEMPORAR	Y GUARDRAIL																										
-L-	15 + 15 +/-	15 + 55 +/-	LT (SEE TMP PLANS)															1									TEMP. EXIST. BRIDGE ANCHOR (SEE TMP PLANS
			SAY:																								