COMPUTED BY: BDK DATE: 10/21/2014
CHECKED BY: EAD DATE: 10/22/2014

PROJECT NO.	SHEET NO.
B-5244	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank.	Borrow	Waste
12+75 -L-	13+79.50 -L-	112	139	27	
14+24.50 -L-	15+25 -L-	34	199	165	
SUBTOTALS:		146	338	192	
PROJECT TOTALS:		146	338	192	
PROJECT TOTALS:		146	338	192	
EST. 5% TO REPLACE TOP SOIL ON BORROW				10	
GRAND TOTALS:		146	338	202	
SAY:		150		225	

Note: Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the lump sum price for "Grading".

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.

DDE = 90 CUBIC YARDS
*EST. UNDERCUT = 100 CY Contingency
*SELECT GRANULAR MATERIAL = 100 CY Contingency
*EST SHALLOW UNDERCUT = 100 CUBIC YARDS Contingency
*CLASS IV SUBGRADE STABILIZATION = 190 TONS Contingency

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL
L	12+75.00	13+80.43		210.74
L	14+15.88	14+77.39		123.29
		TOTAL:		334.03
		SAY:		340

SHOULDER BERM GUTTER SUMMARY

LINE	Station	Station	LENGTH
-L-	13+48.12	13+59.44	11.32
		TOTAL:	11.32
		SAY:	14

"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 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 CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & 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 (TL 2)	TYPE-III	XIII	CAT-1	VI MOD	BIC	G	NG				
-L-	13+10.37	13+66.62 (BR)	RT	56.25				13+66.62 (BR)	5.8	8.8	25		0.5				1	1										
-L-	14+18.15 (BR)	14+74.40	RT	56.25			14+18.15 (BR)		5.8	8.8		25		0.5			1	1										
-L-	13+28.66	13+84.91 (BR)	LT	56.25			13+84.91 (BR)		3	7		25		0.5			1	1										
-L-	14+35.21 (BR)	14+91.46	LT	56.25				14+35.21 (BR)	3	7	25		0.5				1	1										
SUBTOTAL				225													4	4										
ANCHOR DEDUCTION																												
TYPE III			4 @ 18.75'	-75																								
GRAU- 350 TL-2			4 @ 25.00'	-100																								
TOTAL				50																								
SAY				50																								
		ADDITIONAL POSTS		5																								