RD266404

COMPUTED BY: KDA	DATE: 1/8/2016
CHECKED BY: JLK	DATE: 1/11/16

PROJECT NO.	SHEET NO.
B-5123	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

CUBIC YARDS

Station to Station	Uncl. Exc. C.Y.	Embank. +% C.Y.	Borrow C.Y.	Waste C.Y.
SUMMARY NO. 1				
-DET2- 11+87.26 TO 14+33.00 (BB)	11	3,602	3,591	
-DET2- 17+23.00 (EB) TO 20+23.72	268	2,475	2,207	
SUMMARY NO. 1 TOTALS	279	6,077	5,798	
SUMMARY NO. 2				
-L- 13+00.00 LT TO 20+29.92 (BB) LT	308	3,697	3,389	
-L- 22+49.92 (EB) LT TO 30+00.00 LT	677	843	166	
SUMMARY NO. 2 TOTALS	985	4,540	3,555	
SUMMARY NO. 3				
-L- 13+00.00 RT TO 20+38.29 (BB) RT	72	4,301	4,229	
-L- 22+58.29 (EB) RT TO 30+00.00 RT	26	2,806	2,780	
SUMMARY NO. 3 TOTALS	98	7,107	7,009	
SUMMARY NO. 4				
DETOUR REMOVAL & -L- SHLDR.				
CONSTRUCTION LEFT				
-L- 16+07.46 LT TO 19+28.54 (BB) LT	2,753	363		2,390
-L- 22+18.54 (EB) LT TO 26+36.01 LT	2,144	537		1,607
SUMMARY NO. 4 TOTALS	4,897	900		3,997
SUMMARY NO. 5				
-L- 13+00.00 MED TO 20+34.11 (BB) MED	41	1,827	1,786	
-L- 22+54.11 (EB) MED TO 30+00.00 MED	12	1,342	1,330	
-SRVRD- 11+14.00 TO 17+25.00	790	71		719
SUMMARY NO. 5 TOTALS	843	3,240	3,116	719
TOTALS	7,102		19,478	4,716
Estimated Shoulder Material			201	
PROJECT TOTALS	7,102		19,679	4,716
Est. 5% To Replace Topsoil at Borrow Pit			984	
GRAND TOTAL	7,102		20,663	
SAY	7,200		20,700	

ESTIMATED UNDERCUT = 1,000 CY
ESTIMATED SHALLOW UNDERCUT = 300 CY
ESTIMATED SELECT GRANULAR MATERIAL = 300 CY
ESTIMATED CLASS IV SUBGRADE STABILIZATION = 540 TONS
ESTIMATED DRAINAGE DITCH EXCAVATION = 300 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.

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

SUMMARY OF ASPHALT PAVEMENT REMOVAL

Station to Station	LOC LT/RT/CL	Asphalt Removal SQ. YDS.
-DET2- 11+07.53 TO 14+33.00	CL	826.20
-DET2- 17+23.00 TO 21+47.53	CL	1,058.77
-SRVRD- 13+32.00 TO 17+25.00	LT	221.19
-SRVRD- 11+14.00 TO 12+04.05	RT	6.11
-SRVRD- 12+78.62 TO 17+25.00	RT	300.33
-L- 14+70.00 TO 18+29.00	CL	208.54
-L- 23+53.00 TO 27+13.00	CL	324.42
EXIST. PAVED SHOULDERS		
-L- 13+00.00 TO 15+31.29	LT	179.26
-L- 17+25.00 TO 30+00.00	LT	164.51
-L- 13+00.00 TO 15+87.22	RT	236.25
-L- 27+50.61 TO 30+00.00	RT	70.71
PROJECT TOTAL		3,596.29
SAY		3,600

SUMMARY OF ASPHALT PAVEMENT BREAKING

Station to Station	LOC LT/RT/CL	Asphalt Breaking SQ. YDS.
-L- 16+00.00 TO 20+40.44	LT	2,004.26
-L- 16+00.00 TO 20+49.26	RT	2,060.71
-L- 22+47.71 TO 25+00.00	LT	720.94
-L- 22+55.39 TO 25+00.00	RT	792.73
PROJECT TOTAL		5,578.64
SAY		5,580

CHAIN LINK FENCE 48" FABRIC

LINE	STATION TO STATION	LOCATION	FABRIC (Lin. Ft.)	LINE POSTS	TERMINA POSTS
-L-	17+05.45 TO 19+87.56	LT	282.15	23	3
-L-	22+56.64 TO 24+10.00	LT	153.68	13	3
-L-	18+15.44 TO 20+31.86	RT	216.45	18	3
-L-	23+01.33 TO 24+00.00	RT	134.46	11	3
PROJECT TOTAL			786.74		
SAY			790	65	12

GUARDRAIL SUMMARY

"N" = DISTANCE FROM EDGE OF TRAVEL 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

* THE PAYMENT FOR WOOD RUB RAIL IS INCIDENTAL TO STEEL BEAM GUARDRAIL.

LINE	BEG. STA.	END STA.	LOC.	LENGTH (FT.) STRAIGHT	SHOP CURVED	WOOD RUB RAIL	WARRANT POINT APPR. END	TRAIL. END	"N" DIST. FROM E.O.L.	TOTAL SHLDR WIDTH	FLARE LENGTH APPR. END	TRAIL. END	W APPR. END	TRAIL. END	ANCHORS GRAU 350 TL-3	TYPE B-77	GRAU 350 TL-2	TYPE B-77 SHOP CURVED		IMPACT ATTEN. TYPE 350 EA	G	NG	REMOVE EXISTING GUARDRAIL	REMARKS
-L-	16+71.98	19+90.73	LT	318.75		268.75		19+90.73	2.5'	14'		50'		1'	1	1							378'	
-L-	22+61.36	24+05.11	LT	143.75		93.75	22+61.36		2.5'	14'	50'		1'		1	1							71'	
-L-	18+87.64	20+31.39	MED LT	143.75				20+31.39								1							382'	
-L-	22+51.33	23+82.58	MED LT	131.25			22+51.33									1						1	385'	
-L-	18+93.11	20+36.86	MED RT	143.75			20+36.86									1						1		
-L-	22+56.89	23+88.14	MED RT	131.25				22+56.89								1								
-L-	17+83.33	20+27.08	RT	243.75		193.75	20+27.08		2.5'	14'	50'		1'		1	1							622'	
-SRVRD-	12+21.04	14+73.20	LT	252.16				14+73.20	3'	6'							1	1						
-SRVRD-	15+26.17	15+76.38	LT	56.25			15+26.17		8'	12'							1	1						
-SRVRD-	12+46.50	13+06.78	RT	60.28			13+06.78		6'	9'						1	1							
		SUB-TOTALS		1,624.94		556.25									3	8	3	2				2	1,838	
DEDUCTION FOR ANCHOR UNITS		(3 GRAU TL-3 @ 50')		-150.00																				
		(8 TYPE B-77 @ 18.75')		-150.00																				
		(3 GRAU TL-2 @ 25')		-75.00																				
		(2 B-77SC @ 18.75')		-37.50																				
		PROJECT TOTAL		1,212.44		556.25									3	8	3	2					1,838	
		SAY		1,225.00		* 560.00																	2,300	

ADDITIONAL GUARDRAIL POSTS = 5 EA

TEMPORARY GUARDRAIL SUMMARY

LINE	BEG. STA.	END STA.	LOC.	LENGTH (FT.) STRAIGHT	SHOP CURVED	DOUBLE FACED	WARRANT POINT APPR. END	TRAIL. END	"N" DIST. FROM E.O.L.	TOTAL SHLDR WIDTH	FLARE LENGTH APPR. END	TRAIL. END	W APPR. END	TRAIL. END	ANCHORS GRAU 350 TL-2	TYPE M 350	TYPE III			IMPACT ATTEN. TYPE 350 EA	G	NG	REMOVE EXISTING GUARDRAIL	REMARKS
-DET2-	12+43.09	14+24.34	LT	181.25				14+24.34	4'	8'		25'		1'	1		1							
-DET2-	17+14.34	17+70.59	LT	56.25			17+14.34		4'	8'	25'		1'		1		1							
-DET2-	13+22.91	14+41.66	RT	118.75				14+41.66	4'	8'		37.5'	1'			1	1							
-DET2-	17+31.66	18+25.41	RT	93.75			17+31.66		4'	8'	37.5'			1'		1	1							
		SUB-TOTALS		450.00											2	2	4							
DEDUCTION FOR ANCHOR UNITS		(2 GRAU TL-2 @ 25')		-50.00																				
		(2 M-350 @ 37.5')		-75.00																				
		(4 TYPE III @ 18.75')		-75.00																				
		PROJECT TOTAL		250.00											2	2	4							
		SAY		275.00																				