12/06/07

COMPUTED BY: H. L. EDWARDS DATE: 12/10/2015
CHECKED BY: T. R. MEADOWS DATE: 2/416

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
B-5410	3B-1

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD²
–L–	11+59.80	13+57.54	RT	309.92
–L–	13+89.32	17+04.02	RT	606.24
			TOTAL:	916.17
			SAY:	920.0

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LENGTH
–L–	13+35.48	13+81.60	LT	44.3
–L–	14+63.87	16+98.00	LT	223.0
			TOTAL:	267.3
			SAY:	270.0

SUMMARY OF EARTHWORK

(IN CUBIC YARDS)

SURVEY LINE	LOCATION	STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
–L–	LT	10+75.00	12+75.00	6	392	386	
–L–	CL	12+75.00	14+00.00		903	903	
–L–	RT	10+75.00	13+75.00	380	21		359
			SUBTOTALS NO. 1:	386	1,316	1,289	359
–L–	CL	14+00.00	15+75.00		1,964	1,964	
–L–	LT	15+75.00	17+75.00	67	591	524	
–L–	RT	14+00.00	17+75.00	131	79		52
–DR1–	CL	10+20.00	11+15.70	15	347	332	
			SUBTOTALS NO. 2:	213	2,981	2,820	52
			PROJECT SUBTOTALS:	599	4,297	4,109	411
			SELECT GRANULAR MATERIAL IN LIEU OF BORROW:		–371	–371	
			PROJECT TOTALS:	599	3,926	3,738	407
			REPLACE TOP SOIL ON BORROW PITS:			187	
			GRAND TOTALS:	599		3,925	
			SAY:	600		4,000	

NOTE:
Approximate quantities only. Unclassified Excavation, Fine Grading, Clearing and Grubbing, Removal of Existing Pavement wil be paid for at the Lump Sum Price "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.

"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	TYPE III	AT–1	GRAU 350 TL–2	M–350	XIII	CAT–1	VI MOD	BIC	EA	G	NG				
–L–	13+01.69	13+92.93	LT	86.27					4	7					1		1											
–L–	13+22.96	13+76.19	RT	53.36			13+76.19		4	7					1		1											
–L–	14+53.24	17+16.50	LT	239.06	27.59		14+53.24		4	7					1	1												
–L–/–DR1–	14+31.35	10+47.60	RT	18.75	33.55				4	7					1	1												
			SUB–TOTALS	397.43	61.14										4	2	2											
			DEDUCTION FOR ANCHORS	–125.00																								
			DEDUCTION FOR SHOP CURVE ANCHORS		–12.50								GRAU 350 TL–2: 2 EACH @		25.00′ =		50.00′											
													TYPE III: 4 EACH @		18.75′ =		75.00′											
			TOTAL	272.43	48.64								AT–1: 2 EACH @		6.25′ =			12.50′										
			SAY	275.00	50.00																							
													DEDUCTION FOR ANCHORS =				125.00′											
			ADDITIONAL GUARDRAIL POSTS = 5										DEDUCTION FOR SHOP CURVE ANCHORS =					12.50′										

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