COMPUTED BY: JDG DATE: 7/20/16
CHECKED BY: RJD DATE: 8/26/16

PROJECT NO. SHEET NO. 3B-1

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
	40.05.00	11 15 10		201.15			
-L-	13+35.00	14+15.12	С	204.15			
-L-	14+50.13	17+36.09	С	721.56			
-L-	17+88.46	20+88.89	С	761.50			
-L-	21+41.36	22+20.00	С	210.63			
		TOTAL:		1897.85			
		SAY:		1900.00			

SUMMARY OF EARTHWORK

IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. + %	Borrow	Waste	
11+50.00	14+02.88 (BB)	56	170	114		
14+75.13 (EB)	17+29.88 (BB)		741	741		
18+12.13 (EB)	20+73.83 (BB)	29	281	252		
21+56.17 (EB)	23+00.00	11	66	55		
SUBTOTALS:		96	1258	1162		
PROJECT TOTALS:		96	1258	1162		Note: Approximate quantities only. Unclassified Excavation, Borrow Excavat Fine Grading, Clearing and Grubbing, and Removal of Asphalt Pavement will
ST. 5% TO REPLACE TO	P SOIL ON BORROV	 V PIT 		58		for at the contract lump sum price for grading.
GRAND TOTALS:		96		1220		Note: Earthwork quantities are calculated by the Roadway Design Unit. 1
SAY:		100		1250		earthwork quantities are based in part on subsurface data provided by Geotechnical Engineering Unit.

EST. DDE = 10 CY

CONTINGENCY ITEMS PER GEOTECHNICAL RECOMMENDATIONS:

EST. UNDERCUT = 1,000 CY

EST. SELECT GRANULAR MATERIAL = 1,000 CY EST. SHALLOW UNDERCUT = 100 CY

EST. CL IV SUBGRADE STABILIZATION = 200 TONS

"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

SHOULDER BERM GUTTER SUMMARY

LINE	Station	Station	LENGTH (LF)
-L- LT	13+67.00	13+92.00	25.00
-L- LT	14+86.00	17+19.00	233.00
-L- LT	18+23.00	20+59.88	236.88
-L- RT	13+67.00	13+92.00	25.00
-L- RT	14+86.00	17+19.00	233.00
-L- RT	18+23.00	20+66.72	243.72
-L- RT	21+70.11	21+96.00	25.89
		TOTAL:	1022.49
		SAY:	1025.00

GUARDRAIL SUMMARY

G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

= TOTAL \	WIDTH OF FLARE FF	ROM BEGINNING OF	TAPER TO END OF G	GUARDRAIL								001				1741											
SURVEY LINE	BEG. STA. E	END STA.	LOCATION		LENGTH		WARRANT POINT		"N" DIST.	TOTAL SHOUL		FLARE LENGTH W		ANCHORS						IMF ATTEN TYP	PACT IUATOR E 350	SINGLE FACED	REMOVE EXISTING	REMOVE & STOCKPILE	REMARKS		
		LIID OTA.	LOGATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	^{FROW} WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	ΧI	GRAU 350	M-350 XIII	CAT-1	VI MOD	BIC	TYPE III G	NG	CONCRETE BARRIER	GUARDRAIL		KEMAKKO
-l -	13+09.13	14+02.88	LT	93.75'	1			14+02.88	2.92'	9.00'		50.00'		1.00'			1			 		1					
- -L-	14+75.13	17+29.88	LT	254.75'			14+75.13	17+29.88	2.92'	9.00'		30.00		1.00						†		2					
-L-	18+12.13	20+71.27	LT	259.14'			18+12.13	20+71.27	2.92'	9.00'												2					
-L-	21+51.57	22+20.02	LT	68.75'			21+51.57		2.92'	9.00'	50.00'		1.00'				1					1					Guardrail length shortened due to driveway.
-L-	13+09.13	14+02.88	RT	93.75'			14+02.88		2.92'	9.00'	50.00'		1.00'				1					1					
- <u>L</u> -	14+75.13	17+29.88	RT	254.75'	+		17+29.88	14+75.13	2.92'	9.00'				1						_		2					
-L-	18+12.13	20+78.73	RT RT	266.60'			20+78.73	18+12.13	2.92'	9.00'		50.00		1.00'								2					
-L-	21+58.73	22+52.48	KI	93.75'	+	1		21+58.73	2.92'	9.00		50.00'		1.00	+	+	1			+		1					
		SUB	TOTAL	1385.24'		ANCHOR	S DEDUCTIONS:																				
						GRAU 3	350 4 @ 50.00' =	200.00'																			
		LESS AN	NCHORS (-)	425.00'		TYPE II	II 12 @ 18.75' =	225.00'																			
			TOTAL	960.24'			Total	425.00'						_			4					12					
			2.11		-	4.001716								ļ													
			SAY	975.00'	-	ADDITIO	NAL GUARDRAIL POS	515 = 5 EACH						+						1							<u> </u>
\longrightarrow																											