COMPUTED BY:
 ABJ
 DATE:
 01/07/2020

 CHECKED BY:
 JPM
 DATE:
 01/13/2020

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS PROJECT REFERENCE NO.

BR-0/18

PREPARED IN THE OFFICE OF:

KISINGER CAMPO & ASSOCIATES

COMMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SUMMARY OF EARTHWORK IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-TL- STA 10+35.00	-TL- STA 13+68.59 (Begin Bridge)		1246	1246	
-TL- STA 14+28.59 (End Bridge)	-TL- STA 17+09.22		868	868	
-L- STA 10+35.00	-L- STA 13+56.24 (Begin Bridge)	39	534	495	
-L- STA 14+28.49 (End Bridge)	-L- STA 19+12.43	199	381	182	
Deto	ır Removal				
-TL- STA 10+35.00	-TL- STA 13+68.59 (Begin Bridge)	565			565
-TL- STA 14+28.59 (End Bridge)	-TL- STA 17+09.22	784			784
PROJEC	CT TOTALS:	1587	3029	2791	1349
REPLACE TOP SOIL ON BO	ORROW PIT (5%):			140	
GRANI	O TOTALS:	1587	3029	2930	1349
	SAY:	1750		3230	

Note: Approximate quantities only. Unclassified Excavation, Borrow, Fine Grading, Clearing and Grubbing, will be paid for at the contract lump sum price for "Grading."

These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit

SHOULDER BERM GUTTER SUMMARY

LINE	Station	Station	LENGTH
-L- LT	13+32.00	13+45.37	13.37
-L- RT	13+32.00	13+45.37	13.37
-L- LT	14+39.37	14+52.00	12.63
-L- RT	14+39.37	14+52.00	12.63
-TL- LT	13+46.35	13+68.59	22.24
-TL- LT	14+28.59	14+50.84	22.25
		TOTAL:	96.49
		SAY:	97

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 JPM
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 01/13/2020

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

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

PROJECT REFERENCE NO. SHEET NO.

"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
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL

SURVEY LINE BEG. STA. END S	END STA.	LOCATION	LENGTH		WARRANT POINT		"N" DIST.	TOTAL SHOUL	FLARE LENGTH W		ANCHORS						Addition Guardra	111 6	FOR SINGL	D REI	MOVE STING	REMOVE & STOCKPILE REMARKS						
	BLO. OTA.	LIND OTA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	WIDTH	APPROACH T	RAILING END	APPROACH END	TRAILING END	XI MOD		REU L-3 I	M-350 TYPE III	TEMP. TYPE III	VI MOD	GF BIC T	VP. Docto	Posts G NG BARRIER GUARDRAIL	EXISTING GUARDRAIL	EXISTING			
-L-	12+81.24	13+56.24	RT	75.00'			12+81.24	Bridge			50		1				1	1										
-L-	12+81.24	13+56.24	LT	75.00'			Bridge	12+81.24				50		1			1	1										
-L-	14+28.49	15+03.49	RT	75.00'			Bridge	15+03.49				50		1			1	1										
-L-	14+28.49	15+03.49	LT	75.00'			15+03.49	Bridge			50		1				1	1										
TL-	13+18.59	13+68.59	RT	50.00'			13+18.59	Bridge			50		1						1			L					-	oorary Guardrail
·TL-	13+18.59	13+68.59	LT	50.00'			Bridge	13+18.59				50		1					1			L						oorary Guardrail
·TL-	14+28.59	14+78.59	RT	50.00'			Bridge	14+78.59				50		1					1			L						orary Guardrail
TL-	14+28.59	14+78.59	LT	50.00'			14+78.59	Bridge			50		1						1			L					Temp	oorary Guardrail
			SUBTOTAL:	500.00'													4	4	4			1 5						
		Less 4 GREU TL-	·2 @ 25' Each	100.00'																								
		Less 4 GREU TL-	·3 @ 50' Each	200.00'																								
		Less 8 Type III @	9 18.75' Each 	150.00'																								
			PROJECT TOTALS:	50'	*Proposed Gu	ardrail											4	4				5					Propo	osed Anchor Units
				25'	*Temporary G	iuardail T													4			1					Temp	porary Anchor Units