COMPUTED BY: SGM	DATE: 11/02/2023
CHECKED BY: JLT	DATE: 11/22/23

SUMMARY OF EARTHWORK

IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- 11+80.00	-L- 16+00.00	193	7,643	7,575	125
-Y- 12+40.00	-Y- 14+94.41	47	475	428	
SUBTO	DTAL 1:	240	8,118	8,003	125
-L-16+00.00	-L- 36+50.00	1,817	5,132	3,315	
-Y1- 12+50.00	-Y1- 15+23.93	65	199	134	
-Y1- 15+60.01	-Y1- 21+40.00	378	299		79
SUBTO	OTAL 2:	2,260	5,630	3,449	79
-L-36+50.00	-L- 46+56.06	961	474		487
SUBTO	OTAL 3:	961	474		487
тот	ALS:	3,461	14,222	11,452	691
LOSS DUE TO CLEARING & GF	UBBING	-200		200	
WASTE IN LIEU OF BORROW			7	-566	-566
PROJECT	TOTALS:	3,261	14,229	11,086	125
EST. 5% TO REPLACE TOP SO	L ON BORROW PIT			554	
GRAND	TOTALS:	3,261	14,229	11,640	125
SA	Y:	3,300		11,700	

Note: Earthwork quantities are calculated by TGS Engineers. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

Approximate quantities only. Clearing and grubbing, unclassified excavation, borrow excavation, fine grading, and removal of existing asphalt pavement will be paid for at the lump sum price for "Grading".

EST. DDE = 138 CUBIC YARDS

EST. SHALLOW UNDERCUT = 200 CY

EST.SHALLOW UNDERCUT BY STATIONS = 500 CY

TOTAL SHALLOW UNDERCUT = 700 CY

SELECT GRANULAR MATERIAL = 600 CY

PER GEOTECH RECOMMENDATION, ESTIMATED 600 CUBIC YARDS OF UNDERCUT TO BE USED IN THE DISCRETION OF THE RESIDENT ENGINEER. UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT IN THE TOP 3 FT OF EMBANKMENT =1,200 CY ('-L- 17+25.00 TO 22+25.00 & -L-43+25.00 TO 46+56.00)

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT. ELARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL

SURVEY					LENGTH		WARRANT	POINT	"N" DIST.	TOTAL	FLARE		N N	,	ANCHO	RS IMPACT ATTENUATOR MASH TL-3		SINGLE FACED	REMARKS	
LINE	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	SHOUL WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	TL-2	G	NG	CONCRETE BARRIER		REMARKS
-L-	28+55.00	32+05.00	LT	350.00			31+50	28+75	2'	10' (BERM)	25'	25'	0.5'	0.5'	2					GUARDRAIL PLACED FLUSH WITH FACE OF CURB
	SUB-	-TOTALS		350.00											2					
	LESS ANCHO	OR DEDUCTIONS																		
	TYPE TL-2	2 @ 25.00 FT		50.00																
	ANCH	OR TOTAL		50.00																
	GRAN	D-TOTALS		300.00											2					
	S	SAY	T	300											2					
	ADDITIONAL GU	JARDRAIL POSTS	=	5 EA																

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PAVEMENT REMOVAL & BREAKUP SUMMARIES

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
-L-	13+50	16+00	CL	674.44			
-L-	14+94	15+48	CL	214.14			
		TOTAL:		888.58			
		SAY:		890			

VINYL COATED CHAIN LINK FENCE, 48" FABRIC

Station	Station	LT OR RT	FABRIC	END BRACE	CORNER BRACE	LINE BRACE	LINE POSTS	TERMINAL POSTS
			L.F	EA	EA	EA	EA	EA
-L- 20+55	-L- 22+41	LT	193	2	1		15.92	3
-L- 28+75	-L- 31+50	LT	289	2	2		24.08	4.00
	1	TOTAL:	482				40	7
		SAY:	485				45	7

GUARDRAIL SUMMARY

PROJECT NO.	SHEET NO.
U-6036	3B-1

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