DATE: <u>1–24–18</u> CHECKED BY: JDD DATE: <u>1–24–18</u>

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJECT REFERENCE NO. SHEET NO. 14SP.20441.2 3B-/

SUMMARY OF EARTHWORK

IN CURIC VARDS

PAVEMENT REMOVAL SUMMARY

CONTINGENCY ITEMS:
INCIDENTAL STONE = 25 TONS
UNDERCUT EXCAVATION = 25 CY
SELECT GRANULAR MATERIAL = 25 CY
CLASS IV SUBGRADE STABILIZATION = 25 TONS
GEOTEXTILE FOR SOIL STABILIZATION = 25 SY

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
SUMMARY NO.1					
-L- STA. 10 + 45.00 TO STA. 11 + 62.50 (BEGIN BRIDGE)	1		62	61	
SUBTOTAL SUMMARY NO.1	1		62	61	
SUMMARY NO.2					
-L- STA. 12+97.50 (END BRIDGE) TO STA. 14+40.00	342		92		250
SUBTOTAL SUMMARY NO.2	342		92		250
PROJECT SUBTOTAL	343		154	61	250
EST 5% REPLACE TOPSOIL BORROW PIT				3	
GRAND TOTAL	343		154	64	
SAY	345			65	

	IN SQUAR	E YARDS				
LINE	LOCATION	ASPHALT REMOVAL	ASPHALT BREAK-UP	CONCRETE REMOVAL	CONCRETE REMOVAL	
-L-	11+25 TO 11+76	117				
-L-	12 + 86 TO 13 + 90	214				
	TOTAL	331				
	SAY	335				

Approximate quantities only. Unclassified excavation, borrow excavation, clearing and grubbing, fine grading and removal of existing pavement will be paid for at the contract lump sum price for "grading".

"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.

GUARDRAIL SUMMARY

SURVEY		END CTA		LEN	GTH	TH TEMPORARY		WARRANT POINT		INT "N" DIST.	TOTAL		w			ANCHORS					IMPACT ATTENUATOR	SINGLE FACED CONCRETE BARRIER	REMOVE REMOVE				
LINE	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	STRAIGHT	SHOP CURVED	APPROACH END	TRAILING END	FROM E.O.L.	SHOUL. WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	ΧI	GREU (GREU TL-2	TEMP. GREU TL–2	TYPE SHO	E III OP B–77 VED	AT-1 EA G N		E AND RES GUARDRA	ET EXISTING IL GUARDRAII	REMARKS
-L-	10+80.73	11 + 47.65	LT	25′	31.25′			11 + 47.65		3′	7′		25′		0.5′				1		1					23.5′	
-L-	11+31.62	11 + 76.00	RT	43.75′					11 + 76.00	3.5′	7′	4'		0.5′					1		1					70′	
-L-	12 + 98.17	13 + 98.00	LT																					99.83′			
-L-	13 + 11.00	13 + 56.62	RT	43.75′				13 + 11.00		3.5′	7′		25′		0.5′				1		1						
-L-	11 + 07	13 + 40				200′	37.5′	11 + 78.00		3.5′				0.5′	0.5′					2							SEE SHEET TMP-3(TRAFFIC CONTROL PLANS) FOR TEMP. GUARDI
-L-	11 + 07	13 + 40																							150′		SEE TRANSPORTATION MANAGEMENT PLANS
			SUBTOTAL	112.50′	31.25′	200′	37.5′												3	2	2 1			99.83′	150′		
		LESS DEDUCTI	ons for anchors																								
		G	GREU TL-2 2 @ 25'	-75 ′																							
			TYPE III 2 @ 18.75'	-37.5 ′																							
		TYPE III (SHOP	CURVED) 1 @ 18.75'		-18.75′																						
		GREU TI	L–2 (TEMP.) 2 @ 25'			– 50′																					
			PROJECT TOTALS:	0.00	12.5′	150′	37.5′												3	2	2 1			99.83′	150′	93.5′	
			SAY	0.00′	12.5′	150′	37.5′																	110′	150′	95′	
		ADDITIONAL GUA	RDRAIL POSTS=5 EA.																								

NOTE: ALL PERMANENT GUARDRAIL AND END UNITS TO BE POWDER COATED GALVANIZED STEEL.