

COMPUTED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS



PROJECT REFERENCE NO. U-2734	SHEET NO. 3K
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

SUMMARY OF EARTHWORK

IN CUBIC METERS

LOCATION	UNCL. EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
SUMMARY NO. 1					
-L- RT. 13+20 22+20	1363	1630	4071	2844	1766
GRASSED MEDIAN ISLAND			651	651	
SUMMARY SUBTOTAL	1363		4722	3495	1766
SUMMARY NO. 2					
-L- LT. 27+80 31+20	1742		3538	1970	174
-L- RT. 22+20 31+20	1355	2030	14638	13418	2165
GRASSED MEDIAN ISLAND			1726	1726	
SUMMARY SUBTOTAL	3097	2030	19902	17114	2339
SUMMARY NO. 3					
-L- LT. 31+20 40+20	989	890	6213	5323	989
-L- RT. 31+20 40+20	1665	200	5374	3875	366
-Y3- RT. 10+00 11+00	10		378	369	1
-Y4- RT. 10+00 10+80		OTHERS			
-Y10- RT. 9+80 11+40	463		60		403
GRASSED MEDIAN ISLAND			729	729	
SUMMARY SUBTOTAL	3127	1090	12754	10296	1759
SUMMARY NO. 4					
-L- LT. 40+20 49+20	2394		2690	535	239
-L- RT. 40+20 49+20	558		4084	3582	56
-Y5- RT. 10+00 11+20	289		419	159	29
-Y13- RT. 10+10 10+40	54		28		26
-Y6- RT. 10+10 10+30	28		8		20
GRASSED MEDIAN ISLAND			1321	1321	
SUMMARY SUBTOTAL	3323		8550	5597	370
SUMMARY NO. 5					
-L- LT. 49+20 50+40	191		44		147
-L- RT. 49+20 50+40	32		760	731	3
-Y1- RT. 10+40 14+80	318		1931	1645	32
GRASSED MEDIAN ISLAND			253	253	
SUMMARY SUBTOTAL	541		2988	2629	182
SUMMARIES TOTAL	11451	3120	48916	39131	6416
SHOULDER BORROW			3438	3438	
LOSSES DUE TO CLEARING AND GRUBBING	-1000				-1000
SELECT FILL IN LIEU OF BORROW				-8340	
WASTE TO REPLACE BORROW CONTINGENCY UNDERCUT		1100	1375	1375	1100
PROJECT TOTAL	10451	4220	53729	35603	6516
5% TO REPLACE TOPSOIL ON BORROW PIT				1780	
GRAND TOTAL	10451			37383	6516
SAY	11000			38000	6516
DDE	1180				

"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

PAVEMENT REMOVAL SUMMARY

LINE	BEGIN STATION	END STATION	LOCATION	CADD MEASURE OR LENGTH	CONVERSION FACTOR OR WIDTH	m. ²
-L-	13+78.000	13+99.000	RT	84.7353		84.7353
-L-	15+45.000	15+40.000	LT	5	1	5
-L-	17+40.000	17+40.000	RT	60	1.5	90
-L-	18+20.000	18+60.000	RT	40	1	40
-L-	17+486.000	19+37.000	CL	737.2156		737.2156
-L-	19+70.000	20+00.000	RT	30	1	30
-L-	21+486.000	23+04.000	CL	409.6672		409.6672
-L-	25+493.000	28+41.000	CL	894.6926		894.6926
-L-	28+400.000	28+72.000	CL	72.7632		72.7632
-L-	28+36.000	32+67.000	RT	995.5474		995.5474
-L-	28+71.000	28+84.000	CL	29.6107		29.6107
-L-	28+81.000	28+85.000	LT	7.5485		7.5485
-L-	28+84.000	29+09.000	CL	4.7452		4.7452
-L-	33+403.000	33+60.000	RT	66.9596		66.9596
-L-	33+89.000	35+54.000	CL	423.3242		423.3242
-L-	34+37.000	34+61.000	RT	92.5264		92.5264
-L-	34+71.000	35+19.000	CL	80.8761		80.8761
-L-	38+05.000	38+20.000	RT	194.5791		194.5791
-L-	41+31.000	41+40.000	LT	46.58		46.58
-L-	41+35.000	41+40.000	LT	11.2927		11.2927
-L-	40+80.000	43+50.000	RT	270	1.3	351
-L-	42+53.000	43+05.000	CL	187.9464		187.9464
-L-	46+61.000	49+87.000	CL	1585.8351		1585.8351
-Y1-	12+81.000	12+87.000	RT	93.389		93.389
-Y1-	12+92.000	13+67.000	RT	81.6265		81.6265
-Y1-	13+39.000	13+72.000	RT	116.7713		116.7713
-Y1-	13+81.000	14+29.000	RT	325.7929		325.7929
-Y1-	14+41.000	14+69.000	RT	77.3847		77.3847
-DRIVE-	10+04.000	10+29.000	RT	200.9399		200.9399
-DRIVE-	10+35.000	10+48.000	RT	13.2275		13.2275
-DRIVE-	10+64.000	10+83.000	RT	16.5962		16.5962
Checked by:					TOTAL:	7368.1733
Calculate d by:					SAY:	7600

UNCLASSIFIED EXCAVATION, FINE GRADING, CLEARING AND GRUBBING, REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE LUMP SUM PRICE FOR "GRADING"

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	REMARKS
				STRAIGHT	TEMPORARY	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GRAU 350	CAT-1	TEMP. GRAU 350		
-L-	28+08	28+71	-LT-	63			28+17.46		3.0	4.0	15.24		.30		1	1			
-LDET-	12+33.19	13+42.41	-RT-		109.22		12+95	13+06	3.0	4.0	15.24		.30				2		
-L-	36+12.3	37+67.90	-LT-	155.6			37+26	36+12.3	3.0	4.0	15.24		.30		1	1			TEMPORARY GUARDRAIL
-L-	49+05	49+42	-RT-	37			49+40 (SIGN)		0.6		15.24		.30		1	1			
-Y1-	11+29.4	11+60.6	-RT-	31.2			11+60 (SIGN)		0.6		15.24		.30		1	1			
-Y1-	13+91.3	14+22	-RT-	30.7			14+20 (SIGN)		0.6		15.24		.30		1	1			
-Y1-	14+18.1	14+57.6	-LT-	39.5			14+21.17 (SIGN)		0.6		15.24		.30		1	1			
				TOTAL											6	6	2		
				DEDUCTIONS FOR ANCHORS															
							6 GRAU-350 @ 91.44												
							6 CAT-1 @ 13.36												
							GRAND TOTAL								6	6	2		
							SAY								6	6	2		
							ADDITIONAL POSTS = 10												

02-MAR-2004 14:34
 At Proj No. 23-10013405
 At Post AL 10013405