

COMPUTED BY:

HLE 12/15/03

CHECKED BY:

KEM 12/15/03

PROJECT NO.

B-3670

SHEET NO.

3-A

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- 11+00.00	-L- 15+15.00	226	198	0	28
-L- 15+67.00	-L- 20+20.00	106	656	550	0
SUBTOTALS:		332	854	550	28
DET 10+00.00	DET 14+52.48	123	1296	1173	0
DET 10+00 (REM)	DET 14+52.48 (REM)	1172	93	0	1079
SUBTOTALS:		1295	1389	1173	1079
PROJECT TOTALS:		1627	2243	1723	1107
LOSS DUE TO CLEAR & GRUB		-46		46	0
EST. FOR DRIVEWAYS		0		0	
EST. FOR PAVEMENT REMOVAL		0		0	
WASTE IN LIEU OF BORROW				-28	-28
SHOULDER CONSTRUCTION			165	165	
PROJECT TOTALS:		1581	2408	1906	1079
REPLACE TOP SOIL BOR. PITS				95	
GRAND TOTALS:		1581	2408	2001	1079
SAY:		1600		2100	
UNDERCUT EXCAVATION		1100	CY	(CONTINGENCY ITEM)	
SELECT GRANULAR MATERIAL		600	CY	(CONTINGENCY ITEM)	
DRAINAGE DITCH EXCAVATION		55	CY		
PAVEMENT STRUCTURE VOLUME		244	CY	(-L- & DET)	

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

LINE	Station	Station	LOC LT/RT/CL	SY
L	19+59.63	20+25.99	LT	476.8
DET	10+00.00	14+52.48	CL	603.3
			TOTAL:	1080.10
			SAY:	1085.0

NOTE:

APPROXIMATE QUANTITIES ONLY.

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

SUMMARY OF DRAINAGE

LINE	STATION	LOCATION (LT, RT, OR CL)	STRUCTURE NO.	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	72" X 44" CS PIPE ARCH CULVERT, 0.139 THICK	PIPE REMOVAL	REMARKS
L	14+48.99	RT						20.7	REMOVE 15" RCP
DET	12+58.77	CL	1	125.90	125.90	125.77	44.0	44	REMOVE 72"X44" CSP
DET	12+95.43	CL	2	125.90	125.90	125.77	44.0	44	REMOVE 72"X44" CSP
DET	13+05.81	CL	3	125.90	125.90	125.77	44.0	44	REMOVE 72"X44" CSP
L	19+05.00	CL						46.1	REMOVE 42" RCP
TOTAL:							132.0	198.8	
SAY							132.0	199.0	

"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

GUARDRAIL SUMMARY

LINE	BEG. STA.	END STA.	LOC.	LENGTH			WARRANT POINT		"N" DIST FROM E.O.L.	TOTAL SHLDR WIDTH	FLAIR LENGTH		W		ANCHORS						IMP. ATTEN. TYPE 350			REMOVE EXISTING GRDRAIL		REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPR. END	TRAIL. END			APPR. END	TRAIL. END	APPR. END	TRAIL. END	TEMP. GRAU-350 TEST LEVEL 2	GRAU 350	M-350	TYPE III	CAT-1	VI MOD	EA	G	NG			
-L-	12+79.00	15+04.00	RT	225.00			BRIDGE		2	5-7	100		2			1		1								
-L-	15+78.00	16+53.00	RT	75.00				BRIDGE	2	5		50		1		1		1								
-L-	14+29.00	15+04.00	LT	75.00				BRIDGE	3	6		50		1		1		1								
-L-	15+78.00	18+03.00	LT	225.00			BRIDGE		3	6-7	50		1			1		1								
-L-	15+96.75	16+21.75	LT	25.00			BRIDGE		3	6	25		0.5		1											SEE SHEET TCP-4