

COMPUTED BY: K. N. WASHINGTON DATE: 06/30/2005  
 CHECKED BY: T.F. DUNCAN P. E. DATE: 06/30/2005

PROJECT NO. B-3205 SHEET NO. 3-B

RD206400

## STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

### SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L-					
10+00.00	14+35.00	1,113	42		1,071
15+27.00	17+22.00	335	7		328
-Y1-					
10+11.00	15+08.05	8,433	409		8,024
-DET-					
12+47.70	13+94.00	73	370	297	
14+59.00	15+42.02	484	14		470
-DR1-					
5+11.00	7+32.94	25	321	296	
SUBTOTALS:					
		10,463	1,163	593	9,893
DETOUR REMOVAL:		364	590	226	
SUBTOTALS:					
		10,827	1,753	819	9,893
WASTE IN LIEU OF BORROW:				-819	-819
LOSS DUE TO CLEAR & GRUBBING:		-600			-600
GRAND TOTALS:		10,227	1,753	0	8,474
SAY:		10,300 CY			

UNDERCUT EXCAVATION: 200 CY  
 GRADE POINT UNDERCUTS: 50 CY  
 SELECT GRANULAR MATERIAL: 700 CY  
 CLASS IV SUBGRADE STABILIZATION MATERIAL: 1000 TONS  
 FABRIC FOR SOIL STABILIZATION: 500 SY

### SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

LINE	Station	Station	LOC LT/RT/CL	AREA SY
-L-	14+00.00	14+49.46	CL	99
-L-	15+35.11	15+80.00	CL	91
-Y1-				
-Y1-	10+09.00	14+58.05	RT	792
-DET-				
-DET-	12+47.70	13+94.00	CL	443
-DET-	14+59.00	15+42.02	CL	488
TOTAL:				
				1,913
SAY:				
				1,915 SY

APPROXIMATE QUANTITIES ONLY. FINE GRADING AND CLEARING AND GRUBBING WILL BE PAID FOR AT THE 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.  
 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					ADDITIONAL GUARDRAIL POSTS	REMARKS					
				STRAIGHT	TEMP STRAIGHT	SHOP CURVED	TEMP SHOP CURVED	APPR. END	TRAIL. END			APPR. END	TRAIL. END	APPR. END	TRAIL. END	TYPE III	TEMP TYPE III	GRAU 350	TEMP GRAU 350	AT-1			SHOP CURVED TYPE III	TEMP SHOP CURVED TYPE III			
-DET-	13+19.00	13+94.00	LT		75			13+94.00		4	7		50		1		1		1							REMOVE -DET- TEMP GR	
-DET-	14+59.00	-Y1- 10+60.54	LT		40.75		138.71		14+59.00	4	7	50			1			1								REMOVE -DET- TEMP GR	
-DET-	12+06.50	13+94.00	RT		187.5			13+94.00	4	7	50				1			1								REMOVE -DET- TEMP GR	
-DET-	14+59.00	-Y1- 13+51.83	RT				133.49	14+59.00	4	7		50			1			1						1		REMOVE -DET- TEMP GR	
-L-	13+53.61	14+41.11	LT	87.50				14+41.11	5	8		50			1			1									
-L-	15+36.75	17+72.00	LT	235.25				17+72.00	5	8	50				1			1									
-L-	12+56.30	14+25.05	RT	168.75				14+25.05	5	8	50				1			1									
-L-	15+20.75	-Y1- 11+00.00	RT			104.26		15+20.75	5	8		6.25			4				1		1						
<b>SUBTOTAL:</b>				491.50	303.25	104.26	272.20											3	3	3	4	1	1	1	5		
<b>ADDITIONS:</b>																											
<b>LESS ANCHORS DEDUCTIONS:</b>																											
GRAU-350	3	@	50.00	150																							
TYPE III	3	@	18.75	56.25																							
AT-1	1	@	6.25			6.25																					
SHOP CURVE TYPE III	1	@	18.75			18.75																					
TEMP GRAU-350	4	@	50.00		100		100																				
TEMP TYPE III	3	@	18.75		56.25																						
TEMP SHOP CURVE TYPE III	1	@	18.75			18.75																					
<b>ANCHOR TOTALS:</b>				206.25	156.25	25	118.75																				
<b>GRAND TOTAL:</b>				285.25 LF	147 LF	79.26 LF	153.45 LF											3	3	3	4	1					
<b>SAY:</b>				287.50 LF	150 LF	87.50 LF	162.50 LF											3	3	3	4	1	1	1	5		