W-RAL4682123

COMPUTED BY: _BPS_____ DATE: ___5-16-05____
CHECKED BY: _____ DATE: _____

PROJECT NO.	SHEET NO.
U-4719	3-B

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

LINE	Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L-	11+54.89	16+43.92	91	93	2	
-L-	16+76.41	18+42.09	96	108	12	
-L-	20+36.08	23+20.35	105			105
-L-	26+88.79	30+00.00	386			386
-L-	32+71.00	36+88.67	191			191
-L-	37+19.90	38+27.00	101			101
-L-	40+96.00	43+40.00	97	3		94
-L-	45+68.00	46+89.00	68	3		65
-L-	51+14.98	54+38.93	97			97
-L-	71+50.00	73+73.92	115			115
-L-	74+22.03	75+00.00	73	34		39
-L-	76+09.13	76+59.77	5	6	1	
-L-	77+71.08	82+83.81	207			207
-L-	84+47.00	85+47.27	66			66
-L-	90+01.00	101+38.92	517	9		508
-L-	104+57.12	105+83.65	36	11		25
	PROJECT SUBTOTAL:		2251		15	1999
	WASTE IN LIEU OF BORROW:				-15	-15
	EST 5% FOR TOP SOIL REPLACEMENT ON BORROW PIT:					
	SHOULDER BORROW:					
	PROJECT GRAND TOTAL:		2251			1984
	SAY:		2300			2000
	UNDERCUT: (CY)		100			
	DDE: (CY)		0			
	TOPSOIL RAISED GRASS MEDIAN (CY)		1184			

SUMMARY OF EXISTING ASPHALT PAVEMENT MILLING

LINE	Station	Station	LOC LT/RT/CL	SY
-L-(1.5")	11+54.89	106+81.50	RT	26693.62
-L-(1.5")	11+54.89	106+81.50	LT	27246.31
-L-(1.5")	11+54.89	106+81.50	CL	15364.46
-L-(0"-3")	11+54.89	106+81.50	CL	705.67
			TOTAL:	70010.06
			SAY:	70050

PAVEMENT REMOVAL
(IN RAISED GRASS ISLANDS)

LINE	Station	Station	LOC LT/RT/CL	SY
-L-	11+54.89	16+43.92	CL	388.56
-L-	20+35.87	23+21.16	CL	512.68
-L-	26+88.79	28+61.21	CL	421.47
-L-	32+70.87	36+88.87	CL	882.08
-L-	40+95.87	43+40.09	CL	416.93
-L-	51+14.96	54+39.06	CL	466.38
-L-	71+39.51	73+73.86	CL	549.39
-L-	77+70.98	82+84.02	CL	988.95
-L-	90+00.87	101+39.09	CL	2366.56
			TOTAL:	6993.00
			SAY:	7000

"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 STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPR. END	WARRANT POINT TRAIL. END	"N" DIST FROM E.O.L.	TOTAL SHLDR WIDTH	FLAIR LENGTH APPR. END	FLAIR LENGTH TRAIL. END	W APPR. END	W TRAIL. END	ANCHORS XI MOD	XI	GRAU 350	M-350	XII	CAT-1	VI MOD	IMP. ATTEN. TYPE 350 EA	G	NG	REMOVE EXISTING GRDRAIL		REMARKS
-L-	-L- 39+56.74	-L- 42+09.65	LT	250			-L- 42+09.64	-L- 38+49.98	2		50	6.25	1	0			1			1					YES		Remove as directed by Engineer
-L-	-L- 40+86.30	-L- 42+17.37	RT	137.5			-L- 40+86.32	-L- 42+38.08	2		50	6.25	1	0			1			1					YES		Remove as directed by Engineer
-L-	-L- 91+47.15	-L- 94+33.97	LT	287.5			-L- 94+33.97	-L- 91+47.16	2		50	6.25	1	0			1			1					YES		Remove as directed by Engineer
-L-	-L- 91+59.74	-L- 93+95.41	RT	237.5			-L- 91+59.74	-L- 93+95.41	2		50	6.25	1	0			1			1					YES		Remove as directed by Engineer
			Sub-Total:	912.5						Anchor Deductions:																	
			Anchor Deduction:	-225						Type-350 4 @ 50' = -200'																	
			Total:	687.5						Type CAT-1 4 @ 6.25' = -25'																	
										Total Anchor Units Deductions = -225'																	
			Say:	687.5						Additional Guardrail Post: 5							4			4							

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".