

RD277970

COMPUTED BY: KDA DATE: 7/21/2014
 CHECKED BY: IY DATE: 7/24/2015

PROJECT NO. SHEET NO.
 B-5243 3B-1

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

Station to Station	Uncl. Exc. C.Y.	Embank. +% C.Y.	Borrow C.Y.	Waste C.Y.
SUMMARY NO. 1				
-Y- 17+40.00 TO 24+00.00	873	95		778
-Y4- 12+00.00 TO 12+50.00	5	12	7	
SUMMARY NO. 1 TOTALS				
	878	107	7	778
SUMMARY NO. 2				
-L- 13+75.00 TO 23+61.42	442	3,844	3,402	
-Y2- 10+50.00 TO 11+50.00	231			231
SUMMARY NO. 2 TOTALS				
	673	3,844	3,402	231
SUMMARY TOTALS				
	1,551	3,951	3,409	1,009
Material For Shoulder Construction		413	413	
WASTE IN LIEU OF BORROW			-231	-231
PROJECT TOTAL				
	1,551	4,364	3,591	778
Est 5% To Replace Topsoil at Borrow Pit				
			180	
GRAND TOTAL				
	1,551		3,771	
	1,575		3,900	
ESTIMATED UNDERCUT = 950 CY				
ESTIMATED SHALLOW UNDERCUT = 500 CY				
ESTIMATED SELECT GRANULAR MATERIAL = 500 CY				
ESTIMATED CLASS IV SUBGRADE STABILIZATION = 540 TONS				
ESTIMATED DRAINAGE DITCH EXCAVATION = 100 CY				

SUMMARY OF ASPHALT PAVEMENT REMOVAL

Station to Station	LOC LT/RT/CL	Asphalt Removal SQ. YDS.
-Y2- 10+50+00 TO 11+87.20	CL	325.99
PROJECT TOTAL		
		325.99
	SAY	330

SUMMARY OF ASPHALT PAVEMENT BREAKING

Station to Station	LOC LT/RT/CL	Asphalt Breaking SQ. YDS.
-L- 19+25.00 TO 21+25.00	CL	554.8
PROJECT TOTAL		
		554.80
	SAY	560

Note: Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

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

VINYL COATED GLARE SCREEN (GUARDRAIL MOUNTED)

LINE	STATION TO STATION	LOCATION	FABRIC (FT.)		
-L-	19+57.76 TO 19+82.75	LT	25.00		
-L-	19+51.73 TO 19+76.73	RT	25.00		
PROJECT TOTAL					
			50		

GUARDRAIL SUMMARY

"N" = DISTANCE FROM EDGE OF TRAVEL 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

LINE	BEG. STA.	END STA.	LOC.	LENGTH (FT.)			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHLDR WIDTH	FLARE LENGTH		W		ANCHORS				IMPACT ATTEN. TYPE 350			REMOVE EXISTING GUARDRAIL	REMARKS	
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPR. END	TRAIL. END			APPR. END	TRAIL. END	APPR. END	TRAIL. END	GRAU 350	TYPE CAT-1	EA	G	NG					
-L-	19+58.00	20+83.00	LT	125.00			19+83.36	19+58.36	14'	16'	50'					1	1						CULVERT WARRANT	
-L-	18+50.85	19+75.85	RT	125.00			19+50.85	19+75.85	14'	16'	50'					1	1						CULVERT WARRANT	
SUB-TOTALS				250.00												2	2							
DEDUCTION FOR ANCHOR UNITS																								
		(2 GRAU @ 50')		-100																				
		(2 CAT-1 @ 6.25')		-12.5																				
PROJECT TOTAL				137.50												2	2							
SAY				150.00																				
ADDITIONAL GUARDRAIL POSTS = 5 EA																								