CHECKED BY: B. EASON DATE: 06-26-17	COMPUTED BY:	D. MARTIN	DATE: <u>06–26–17</u>
	CHECKED BY:	B. EASON	DATE: <u>06–26–17</u>

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.

B-5304

3B-/

LOCHNER, INC.
2840 PLAZA PLACE, SUITE 202
RALEIGH, NC 27612
(919)571-7111

NC License

NC License Number F–0159

SUMMARY OF EARTHWORK (IN CUBIC YARDS)

	(114 00				
STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
-L- 10+00.00	_L_ 11 + 70.75	4	43	39	
	(BEGIN BRIDGE)				
SUBTO	OTAL 1:	4	43	39	
L 12 + 83.25	_L_ 14 + 70.00	2	180	178	
(END BRIDGE)					
SUBTO	OTAL 2:	2	180	178	
TC	PTAL:	6	223	217	
EST. 5% TO RI	T TOTAL: EPLACE TOP SOIL	6	223	217	
ON BO	RROW PIT) TOTAL:	6	223	11 228	
S	AY:	10		250	

UNDERCUT EXCAVATION (CONTINGENCY): 600 CY
SHALLOW UNDERCUT (CONTINGENCY): 500 CY
CLASS IV SUBGRADE STABILIZATION (CONTINGENCY): 950 TONS

NOTE: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading".

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.

ASPHALT PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD ²
-L-	11 + 09.88	11 + 89.12	CL	158.89
-L-	12 + 57.61	13 + 44.13	CL	170.67
			TOTAL:	329.56
		·	SAY:	330

MODIFIED SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
−L− LT.	11 + 46.49	11 + 59.88	13.39′
−L− RT.	11 + 46.49	11 + 59.88	13.39′
		TOTAL:	26.78′
		SAY:	30′

"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

SURVEY	DEC STA	FND CTA			LENGTH		WARRANT POINT		"N" DIST.	TOTAL	FLARE LENGTH		W		ANCHORS				IMPACT ATTENUATOR	SINGLE R	REMOVE AND STOCKPILE ARDRAIL EXISTING	PELLI PICE	
LINE	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	FROM WIDTH API	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD TYPE	GREU TL-3	M-350 XIII	I CAT-1	VI BIC	AT-1 EA G NO	I GLIARDRAII I GU	ARDRAIL EXISTING GUARDRAIL	REMARKS
-L-	10 + 89.50	11 + 70.75	LT	81.25′				11 + 70.75 (BR)	3.75′	7′		50′		1′	1	1							
-L-	10 + 89.50	11 + 70.75	RT	81.25′			11 + 70.75 (BR)		3.75′	7′	50′		1′		1	1							
-L-	12 + 83.25	13 + 64.50	LT	81.25′			12 + 83.25 (BR)		3.75′	7′	50′		1′		1	1							
-L-	12 + 83.25	13 + 64.50	RT	81.25′				12 + 83.25 (BR)	3.75′	7′		50′		1′	1	1							
			PROJECT SUBTOTAL	325′											4	4							
		LESS ANCHOR	DEDUCTIONS																				
		TYPE III	4 @ 18.75′	–75 ′																			
		GREU TL-3	4 @ 50′	–200 ′																			
			PROJECT TOTAL	50′																			
		ADDITIONAL	GUARDRAIL POSTS =	5 EA.																			

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