

6/2/99

COMPUTED BY: _____ DATE: _____
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PROJECT REFERENCE NO. SHEET NO.
 W-5600 36-1

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

SUMMARY OF SUBSURFACE DRAINAGE						
LINE	Station	Station	Location LT/RT/CL	Drain Type* UD/BD/SD	LF	
-SR1-	51+50	52+50	LT & RT	UD	500	
-SR2-	81+50	85+50	RT	UD	600	
-SR2-	92+00	93+50	LT & RT	UD	500	
-Y7LPC-	12+00	19+00	LT & RT	UD	2100	
-Y7RPC-	10+00	31+77.21	LT & RT	UD	6600	
-Y9-	22+50	23+50	LT	UD	300	
-Y9RPC-	23+50	24+50	LT & RT	UD	400	
				CONTINGENCY	SD	1000
				CONTINGENCY	UD	1000
				TOTAL LF:	13000	

*UD = Underdrain
 *BD = Blind Drain
 *SD = Subsurface Drain

SUMMARY OF AGGREGATE SUBGRADE/STABILIZATION									
LINE	Station	Station	Aggregate Type* ASU(1/2)/ AST	Aggregate Thickness INCHES [8" for ASU(2)]	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Soil Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
-SR2-	84+50	85+75	ASU (1)	12	150	300	450		
CONTINGENCY			ASU (1)	12	1000	2000	3000		
TOTAL CY/TONS/SY:					1150	2300**	3450**	0	0

*ASU(1/2) = Aggregate Subgrade (Type 1 or 2)
 *AST = Aggregate Stabilization
 **Total tons of "Class IV Subgrade Stabilization" and total square yards of "Geotextile for Soil Stabilization" are only the estimated quantities for ASU(1/2)/AST and may only represent a portion of the subgrade stabilization and geotextile quantities shown in the Item Sheets of the Proposal.

SUMMARY OF ROCK PLATING								
LINE	Beginning Slope (H:V)	Approx. Station	Ending Slope (H:V)	Approx. Station	Location LT/RT	Rock Plating Detail No. 1/2/3/4	Riprap Class* 1/2/B	Rock Plating SY
-L-	1.5:1	158+50	1.5:1	167+50	RT	2		1800
-Y7-	1.5:1	25+00	1.5:1	29+00	RT	2		1600
-Y7-	1.5:1	28+00	1.5:1	29+50	LT	2		1000
TOTAL SY:								4400

*Use Class 1, 2 or B riprap if riprap class is not shown for rock plating location.

SUMMARY OF BRIDGE WAITING PERIODS		
Bridge Description	End Bent/ Bent No.	MONTHS
Bridge on -Y7- Swift Creek Road (SR1501) over US 70	EB1 and EB 2	2
Dual Bridges on US 70 over Wilson's Mill Road (SR 1913)	EB1 and EB 2	2

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