COMPUTED BY: NKB	DATE: NOVEMBER 15, 2020
CHECKED BY: MTP	DATE: MARCH 11, 2021

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
BR-0108	3B-1

SUMMARY OF EARTHWORK
VOLUME IN CUBIC YARDS

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
-L- 15+25.00	-L- 17+91.79	200	608	408	
	(BEGIN BRIDGE)				
-Y- 11+15.00	-Y- 11+51.07	8	8		
SUBTOTAL:		208	616	408	
-L- 18+64.20	-L- 20+35.00		224	224	
(END BRIDGE)					
-DR- 10+10.00	-DR- 11+65.00	336	153		183
SUBTOTAL:		336	377	224	183
TOTAL:		544	993	632	183
WASTE IN LIEU OF BORROW				-183	-183
PROJECT TOTAL:		544	993	449	
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				22	
GRAND TOTAL:		544	993	471	
SAY:		580		500	

EST. UNDERCUT = 450 CY
EST. SELECT GRANULAR MATERIAL = 400 CY

Earthwork quantities are calculated by ms consultants. 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 of existing pavement will be paid for at the lump sum price for "Grading".

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
-L-	16+30	18+04	CL	423
-L-	18+43	19+55	CL	267
			TOTAL:	690
			SAY:	700

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
-L- LT	17+60	17+79	19
-L- RT	17+78	17+83	5
-L- RT	18+73	18+78	5
-L- LT	18+77	18+82	5
		TOTAL:	34
		SAY:	35

"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 LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350			REMOVE EXISTING GUARDRAIL	REMOVE AND RESET EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU TL-2	TYPE III	AT-1						EA	G	NG			
-L-	17+30	17+91	LT	62.50				17+91	4	7		25		0.5	1	1												
-L-	17+44	17+94	RT	56.25			17+94		4	7	25		0.5		1	1												
-L-	18+65	19+21	LT	56.25			18+65		4	7	25		0.5		1	1												
-L-	18+62	18+98	RT	18.75	68.75			18+62	4	7						1	1											SHOP CURVE RADIUS = 20'
		SUBTOTAL		193.75	68.75																							
		ANCHOR DEDUCTIONS																										
		GREU TL-2	3 @ 25	-75.00																								
		TYPE III	4 @ 18.75	-75.00																								
		AT-1	1 @ 6.25		-6.25																							
		PROJECT TOTAL		43.75	62.50										3	4	1											
		SAY		50.00	62.50																							
				EXTRA GUARDRAIL POSTS = 5 EA																								

12/06/07
12-APR-2021 23:
N:\DGN\60106339-04 BR-0108 NCDOT WILKES 4 OVER LITTLE HUNTING CREEK\Roadway\Proj\BR-0108_rdy_sum.dgn
$$$$USERNAME$$$$