DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

SUMMARY OF EARTHWORK IN CUBIC YARDS

STATION	STATION	UNCL. EXCAV.	UNDERCUT EXCAV.	EMBANK. +%	BORROW	WASTE	
-L- 10 + 50.00	15 + 34.39	912		2,183	1,271		
L 18 + 61.61	22 + 17.00	43		1,434	1,391		
SUI	BTOTAL:	955		3,617	2,662		
TO	TALS:	955		3,617	2,662		
PROJEC	T TOTAL:	955		3,617	2,662		
	PLACE TOP SOIL RROW PIT				133		
GRAND	TOTAL:	955		3,617	2,795		
S/	AY:	960		3,620	2,850		

EST. DDE = 5,000 CY
PER GEOTECH RECOMMENDATION: EST. SELECT GRANULAR MATERIAL: 200 CY
PER GEOTECH RECOMMENDATION: EST. UNDERCUT = 200 CY

SHOULDER BERM GUTTER

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LF
-L-	18 + 80.07	18 + 90.00	LT	9.93
-L-	18 + 71.63	18 + 90.00	RT	18.37
			TOTAL:	28.3
			SAY:	32

REMOVAL OF EXISTING ASPHALT PAVEMENT

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD ²
-L-	11 + 39.00	12 + 35.00	CL	347.88
-L-	18 + 56.95	20+03.00	CL	500.16
			TOTAL:	848.04
			SAY:	935

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

BREAKING OF EXISTING PAVEMENT

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD ²
<u> </u>	12 + 35.00	15 + 40.07	CL	1,091.89
			TOTAL:	1,091.89
			SAY:	1,202.00

NOTE:

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

THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

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

NG = NO	NG = NON-GATING IMPACT ATTENUATOR TYPE 350																				
SURVEY	BEG. STA.	FND CTA	LOCATION	LENGT	LENGTH		WARRANT POINT		"N" DIST.	TOTAL	FLARE LENGTH W		ANCHORS			TEMP. CRASH	SINGLE	REMOVE AND STOCKER S			
LINE	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	SHOUL. WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI B-77	GREU M-	TEMP. N–350 W–BEAM TYPE III VI RETROFIT MOD	GREU TL-3 AT-1	EA G NO	GUARDRAIL GUARDRAIL EXISTING	EXISTING STOCKPILE REMARKS GUARDRAIL STOCKPILE REMARKS GUARDRAIL
-L-	13 + 91.59	15 + 39.46 (BR.)	LEFT	147.875′				15 + 39.46 (BR.)	6.00′	9.00′		50′		1.0′	1			1			178.97
-L-	12 + 19.45	15 + 29.82 (BR.)	RIGHT	310.375′				15 + 29.82 (BR.)	6.00′	9.00′		50′		1.0′	1			1			323.15
-L-	18 + 56.54 (BR.)	20+04.42	RIGHT	147.875′			18 + 56.54 (BR.)		6.00′	9.00′	50′		1.0′		1			1			178.72
-L-	18 + 66.18 (BR.)	21 + 76.56	LEFT	310.875′			18 + 66.18 (BR.)		6.00′	9.00′	50′		1.0′		1			1			328.70
			SUBTOTAL	917.00′																	1,009.54
		less anchor	DEDUCTIONS:																		
1		GREU TL-3	4 @ 50.00′ =	-200.00′																	
		B-77	4 @ 22.875′ =	-91.50 [′]																	
n																					
		ANCHOR DEDUC	CTION TOTAL:	-291.50 [']																	
			PROJECT TOTAL	625.50′											4			4			1,009.54
			SAY	637.5′											4			4			1,010
		ADDITIONAL GU	ARDRAIL POST =	5 EA																	