

## SUMMARY OF EARTHWORK

IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- Sta. 11+25.00	-L- Sta. 14+93.81 (BR)	44	1,014	970	0
-L- Sta. 15+91.19 (BR)	-L- Sta. 19+50.00	58	745	687	0
-Y1- Sta. 10+25.00	-Y1- Sta. 11+30.95	23	61	38	0
<b>SUBTOTAL:</b>		125	1,820	1,695	0
<b>TOTAL:</b>		125	1,820	1,695	0
<b>PROJECT TOTAL:</b>		125	1,820	1,695	0
<b>EST. 5% REPLACE TOPSOIL ON BORROW PIT</b>				85	
<b>GRAND TOTAL:</b>		125	1,820	1,780	0
<b>SAY:</b>		<b>130</b>		<b>1,870</b>	

UNDERCUT EXCAVATION (FOR EMBANKMENT STABILITY) = 100 CY  
 UNDERCUT EXCAVATION (FOR SUBGRADE STABILITY) = 200 CY  
 TOTAL UNDERCUT EXCAVATION = 300 CY

SELECT GRANULAR MATERIAL = 300 CY

GEOTEXTILE FOR SOIL STABILIZATION (FOR EMBANKMENT STABILITY) = 100 SY  
 GEOTEXTILE FOR SOIL STABILIZATION (FOR SUBGRADE STABILITY) = 200 SY  
 TOTAL GEOTEXTILE FOR SOIL STABILIZATION = 300 SY

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

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

## PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
-L-	11+25	15+00	RT	554.28			
-L-	11+25	15+00	LT	638.95			
-L-	14+70	15+00	CL	93.02			
-L-	15+87	16+15	CL	88.55			
-L-	13+25	14+70	CL		450.94		
-L-	16+15	17+00	CL		271.92		
<b>TOTAL:</b>				1,374.80	722.86		
<b>SAY:</b>				<b>1,380</b>	<b>730</b>		

COMPUTED BY: Devyn Howe      DATE: 2/6/2024  
 CHECKED BY: Michael Burns, PE      DATE: 2/6/2024

### DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA

## GUARDRAIL SUMMARY

G = GATING IMPACT ATTENUATOR TYPE 350  
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

"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.

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350		SINGLE FACED CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & STOCKPILE EXISTING GUARDRAIL	REMARKS									
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GREU TL-2	M-350	TYPE III	CAT-1	TYPE II	BIC	G	NG													
-L-	13+43.88	14+93.81 (BR)	RT	150'					7'-6"	9'-6"	25'	0.5'																									
-L-	15+91.19 (BR)	17+16.13	LT	125'					7'-6"	9'-6"	25'	0.5'																									
<b>SUBTOTAL:</b>				275																																	
<b>LESS ANCHOR DEDUCTIONS:</b>																																					
				-37.5'																																	
				-50'																																	
<b>TOTAL:</b>				187.5'																																	
<b>SAY:</b>				200'																																	
ADDITIONAL GUARDRAIL POSTS= 5 EA																																					

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