

COMPUTED BY:	PJ	DATE:	2-17-2025
CHECKED BY:	TJ	DATE:	2-17-2025

SUMMARY OF EARTHWORK

IN CUBIC YARDS

LOCATION		UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
-L- STA. 10 + 00.00	-L- STA. 16 + 09.00	7		19164	19157	
(BEGIN BRIDGE)						
-L-/-DR3- STA. 21 + 52.00	-L-/-DR3- STA. 32 + 50.00	609		6580	5971	
(END BRIDGE)						
-DR1- STA. 10 + 11.00	-DR1- STA. 15 + 03.98	4		9014	9010	
-DR2- STA. 22 + 00.00	-DR2- STA. 24 + 03.06	510		12		498
PROJECT SUBTOTAL		1130		34770	34138	498
LOSS DUE TO CLEARING & GRUBBING		-150			150	
WASTE IN LIEU OF BORROW					-498	-498
PROJECT TOTAL		980		34770	33790	
EST. 5% TO REPLACE TOPSOIL ON BORROW PIT					1690	
GRAND TOTAL		980			35480	
SAY		1030			37260	

EST. DDE = 525 CY
EST. SHALLOW UNDERCUT = 100 CY
EST. CLASS IV SUBGRADE STABILIZATION = 200 TONS
PER GEOTECH RECOMMENDATIONS, ESTIMATED 950 CY OF UNDERCUT TO BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER

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.

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

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF EXISTING
ASPHALT PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	SQ. YD.
-L-	10 + 00.00	16 + 08.00	CL	1041.93
-L-	20 + 17.00	20 + 68.00	LT	163.19
-L-	21 + 61.00	25 + 84.00	CL	1282.38
-L-	25 + 84.00	32 + 50.00	LT	85.54
-L-	25 + 84.00	32 + 50.00	RT	161.91
OLD DRIVE				200.42
PARKING LOT				1698.62
PARKING LOT DRIVE				182.16
TEMPORARY PAVEMENT				139.78
TOTAL:				4955.93
SAY:				5205

SUMMARY OF
SHOULDER BERM GUTTER

SURVEY LINE	STATION	STATION	LOCATION	LENGTH
-DR1-/-L-	11 + 29.26	15 + 94.00	RT/LT	429.00'
-L-	11 + 03.00	15 + 94.004	RT	491.00'
			TOTAL	920.00
			SAY	970'

GUARDRAIL SUMMARY

"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

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 GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND 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	GREU TL-3	TYPE III	B-77	CAT-1	AT-1	TES	EA	G	NG					
-L-	10 + 52.75	16 + 09.00	RT	556.25'			11 + 00.00	16 + 09.00 (BRIDGE)	6'	9'	50'		1'					1	1												
-DR1-/-L-	11 + 34 +/-	16 + 09.00	RT/LT	337.50'	112.50'		16 + 09.00 (BRIDGE)	11 + 00 -DR1-	6'	9'									1		1										
-DR2-	10 + 40 +/-	10 + 90 +/-	RT	50.00'																		2						PERMANENT ROAD CLOSURE			
-L-	24 + 00.00	24 + 93.75	LT	93.75'			24 + 00.00 (WALL)	21 + 52.00 (BRIDGE)	6'	9'	50'		1'					1	1												
-L-	24 + 76.67	25 + 57.92	RT	81.25'			21 + 52.00 (BRIDGE)	24 + 74.79 (WALL)	6'	9'		50'		1'				1	1												
-DR2-	16 + 21 +/-	18 + 54 +/-	LT	225.00'			16 + 75 +/-	18 + 25 +/-			50'	50'	1'	1'			2														
			TOTAL	1,343.75'																											
			LESS DEDUCTION FOR ANCHOR UNITS																												
			GRAU TL-2 2 X 25' =	-50.00'																											
			GRAU TL-3 3 X 50' =	-150.00'																											
			CAT-1 1 X 6.25' =	-6.25''																											
			TYPE III 4 X 18.75' =	-75.00																											
			GRAND TOTAL	1,062.50'	112.50'												2	3	4		1		2					10 ADDITIONAL GUARDRAIL POSTS			