STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS					
LINE	LOCATION	ASPHALT REMOVAL	ASPHALT BREAK-UP	CONCRETE REMOVAL	CONCRETE REMOVAL
-L-	11+00 TO 12+85	46			
-L-	14+30 TO 16+75	72			
	TOTAL	118			
	SAY	120			

Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the contract lump sum price for "grading".

SUMMARY OF EARTHWORK IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
PHASE 1 (LEFT)					
-L- STA. 11+00.00 TO STA. 12+96.20 (BEG. BRIDGE)	99		13		86
-L- STA. 14+18.80 (END BRIDGE) TO STA. 16+75.00	51		203	152	
SUBTOTAL PHASE 1	150		216	152	86
WASTE IN LIEU OF BORROW				-86	-86
PHASE 1 TOTAL	150		216	66	
PHASE 2 (RIGHT)					
-L- STA. 11+00.00 TO STA. 12+96.20 (BEG. BRIDGE)	112		6		106
-L- STA. 14+18.80 (END BRIDGE) TO STA. 16+75.00	6		26	20	
SUBTOTAL PHASE 2	118		32	20	106
WASTE IN LIEU OF BORROW				-20	-20
PHASE 2 TOTAL	118		32		86
PROJECT SUBTOTAL	268		248	66	86
EST. 5% TO REPLACE TOP SOIL ON BORROW PITS				4	
GRAND TOTAL	268		248	70	86

DDE = 32 CY

CONTINGENCY ITEMS:

INCIDENTAL STONE = 50 TONS

UNDERCUT EXCAVATION = 50 CY

SELECT GRANULAR MATERIAL = 50 CY

CLASS IV SUBGRADE STABILIZATION = 50 TONS

GEOTEXTILE FOR SOIL STABILIZATION = 50 SY

Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing, and removal of existing pavement will be paid for at the contract lump sum price for "grading".

"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		TEMPORARY		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	STRAIGHT	SHOP CURVED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350 TL-2	M-350	TYPE III	TYPE III SHOP CURVED	B-77	BIC	AT-1	EA	G	NG				
-L-	12+14.68	12+81.06	RT	25	31.25			12+81.06		6	9	50		1				1			1										
-L-	12+77.49	12+99.52	LT	25					12+99.52	6	7 / VARIES									1				1							
-L-	14+18.80	15+27.16	RT	118.75					14+18.80	7	9		50		1			1		1											
-L-	14+29.62	14+78.33	LT	56.25				14+29.62		4	7	50		1				1		1											
-L-	12+68	14+68	RT			200																									
-L-	12+45	14+60	LT			175	37.5																								
			SUBTOTAL	225	31.25													3		3	1			1							
			LESS DEDUCTIONS FOR ANCHORS																												
			GRAU-350 TL-2 3 @ 25'=	-75																											
			TYPE III 3 @ 18.75'=	-56.25																											
			TYPE III SHOP CURVED 1 @ 18.75'=		-18.75																										
			GRAU-350 TL-2 (TEMP.) 4 @ 25'=			-100																									
			AT-1 1 @ 6.25'=	-6.25																											
			PROJECT TOTALS:	87.5	12.5	275	37.5											3		3	1			1							
			ADDITIONAL GUARDRAIL POSTS=5 EA.																												

6/21/00
12/22/2016
Transportation\31235-08 14AD Transylvania 86\Roadway\Proj\bd5114ad_rdy_sum.dgn
Microstation 8.1