Docusign Envelope ID: C145B2D7-FB81-8A3C-82DF-C86CF685F891

12/06/07

COMPUTED BY: SRM DATE: 5-26-26
CHECKED BY: ME DATE: 5-26-26

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJECT REFERENCE NO.	SHEET NO.
BP14-R014	3B-1

PLANS PREPARED BY:
WSP USA
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
TEL: 1.919.836.4040
FAX: 1.919.836.4099
LICENSE NO. F-0165

SUMMARY OF EARTHWORK (IN CUBIC YARDS)

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
L 10+00.00	L 11+99.70	1193	36		1157
L 12+91.95	L 14+63.64	5	814	809	
SUBTOTAL 1 :		1198	850	809	1157
DR1 10+14.56	DR1 11+06.84	334	25		309
SUBTOTAL 2 :		334	25		309
PROJECT TOTALS:		1532	875	809	1466
WASTE IN LIEU OF BORROW				-809	-809
5% TO REPLACE BORROW				0	
ADDITIONAL UNDERCUT		50			
LOSS DUE TO CLEARING AND GRUBBING		-325			-325
GRAND TOTALS:		1207	875	0	382
SAY:		1210	880	0	385

CONTINGENCY UNDERCUT EXCAVATION = 150 CY
CONTINGENCY SHALLOW UNDERCUT = 100 CY
CONTINGENCY SELECT GRANULAR MATERIAL = 300 CY
CONTINGENCY GEOTEXTILE FOR SOIL STABILIZATION = 300 SY
CONTINGENCY GEOTEXTILE FOR SUBGRADE STABILIZATION = 300 SY
CONTINGENCY CLASS IV SUBGRADE STABILIZATION = 200 TN

Earthwork quantities are calculated by the 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, Removal of Existing Pavement and Shoulder Borrow will be paid for at the contract lump sum price for "Grading."

EXISTING ASPHALT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
L	10+40	11+79	LT	231.31
L	12+59	12+78	LT	27.62
		TOTAL:		258.93
		SAY:		260

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
L	11+62.03 (LT)	11+87.47	21.76
		TOTAL:	21.76
		SAY:	22

"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 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	SC TYPE III	TYPE III	GREU TL-2	GREU TL-3	XIII	CAT-1	VI MOD	BIC	AT-1	EA	G	NG				
L	-L- 9+90.15	-L- 11+69.00	LT	62.5	150																		1							
L	-L- 11+34.80	-L- 11+99.70	RT		56.25		-L- 11+99.70 (BRIDGE)		4'-0"	7'-0"		0'-0"		0'-0"	1		1												
L	-L- 11+84.94	-L- 11+99.70	LT		50			-L- 11+99.70 (BRIDGE)	4'-0"	7'-0"	0'-0"		0'-0"		1								1						
L	-L- 12+91.95	-L- 14+21.00	RT	131.25				-L- 12+91.95 (BRIDGE)	4'-0"	7'-0"		79'-2"		1'-7"		1	1												
L	-L- 12+91.95	-L- 14+31.06	LT	143.75			-L- 12+91.95 (BRIDGE)		4'-0"	7'-0"	70'-10"		1'-5"			1	1												
			SUBTOTAL	337.5	256.25																								
			LESS DEDUCTIONS																										
			GREU TL-2 (3 x 25)=	50	25																								
			AT-1 (2 x 6.25')=		12.5																								
			TYPE III (4 x 18.75)=	37.5	37.5																								
			SUBTOTAL	87.5	75		ADDITIONAL GUARDRAIL POSTS = 5																							
			TOTALS	250	181.25																								
			SAY	250	187.5										2	2	3						2						

1:37:43 PM
BP14_R014_rdy_sheet_3B-1.dgn
5/27/2026