COMPUTED BY: THB DATE: 11-14
CHECKED BY: WEJ DATE: 11-14

PROJECT REFERENCE NO.	SHEET NO.
B-3673	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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 CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & RESET EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350	M-350	XIII	CAT-1	VI MOD	B-77	TEMP GRAU 350	G	NG				
L	10+00.00	12+65.00	LT	50			12+15.00	EXIST.	8	11	50		1				1						1				265	215	TEMPORARY GRAU-350, SEE TMP-4
L	12+65.00	18+14.00	LT																								549		
L	12+15.00	19+09.21	RT	700			12+15.00	19+09.21	8	11	N/A	50		1			1										1546		TIE TO EXIST. GUARDRAIL
L	24+20.38	27+60.57	RT	350			25+45.38	27+68.91	10	13	50		1				1					1	1				137		TEMPORARY GRAU-350, SEE TMP-5
L	26+61.60	27+98.48	LT	137.5			27+99.32	26+61.60	10	13		50		1			1					1							
L	30+80.43	32+17.97	RT	137.5			30+01.15	31+38.29	10	13		50		1			1					1					412		
L	31+18.48	41+16.00	LT	1000			EXIST.	30+37.65	8/10	11/13	50		1				1					1	1				1214		TEMPORARY GRAU-350, SEE TMP-5
				2,375																									
	LESS ANCHOR DEDUCTIONS																												
	GRAU-350	6 @ 50'	=	-300																									
	TYPE B-77	4 @ 18.75'	=	-75																									
TOTAL				2000													6					4	3				4123	215	
			SAY	2025													6					4	3				4123	215	
	(5 ADDITIONAL GUARDRAIL POSTS)																												

SUMMARY OF EARTHWORK (IN CUBIC YARDS)

STATION	STATION	TOTAL UNCLASS.	UNDERCUT	EMBANK. +%	BORROW	WASTE
12+15.00	27+78.00 (Beg. Bridge)	118,263		7,650		110,613
30+98.00 (End Bridge)	39+15.00	1,187		12,022	10,835	
26+89	29+28	1,900				1,900
28+34	31+17	2,800				2,800
	SUBTOTAL	124,150		19,672	10,835	115,313
TOTAL		124,150		19,672	10,835	115,313
LOSS DUE TO CLEARING & GRUBBING		-100				-100
WASTE TO REPLACE BORROW					-10,835	-10,835
ADJUST FOR ROCK SWELL						10,374
ADJUSTMENT FOR UNCOMPACTED ROCK WASTE						9,337
GRAND TOTAL		124,050		19,672		124,089
SAY		125,000			0	
DRAINAGE DITCH EXCAVATION: EST. 1,130 CY						
SHALLOW UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT: 100 CY						
UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT: 200 CY						
SELECT GRANULAR MATERIAL PER GEOTECH REPORT: 200 CY						
PAVEMENT STRUCTURE VOLUME = 3,040 CY						

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

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
L	16+55	27+94	RT	2,701
L	28+81	36+36	RT	1,763
L	10+00	15+24	LT	1,164
L	10+00	24+64	RT	982
L	23+10	26+33	RT	300
			TOTAL:	6,910
			SAY:	6,920

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
L	26+94.00	27+36.54	42.54
L	27+32.00	27+74.38	42.38
L	31+03.68	31+35.00	31.32
L	31+41.73	37+00.00	558.27
		TOTAL:	674.51
		SAY:	680

12/06/07

K:\2205 10\5750 AM
K:\Roadway\B-3673_rdy_psh_03B-1.dgn
USER:cobbcorc