6.22.00

COMPUTED BY: F.A.TUCK DATE:
CHECKED BY: TIM GOINS DATE:

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

METRIC

PROJECT REFERENCE NO.	SHEET NO.
U-2912	3H

SUMMARY OF ASPHALT PAVEMENT REMOVAL

LINE	STA. TO STA.	LOCATION	SQ. METERS
LREV	10+77.000 – 11+64.000	Rt/Lt	1297
LREV	13+71.000 – 14+31.000	Rt/Lt	787
LREV	14+96.000 – 16+20.000	Rt/Lt	1083
LREV	21+93.000 – 22+05.000	Rt	73
LREV	21+93.000 – 22+57.000	Rt	460
LREV	30+20.000 – 31+20.000	Rt/Lt	712
LREV	31+70.000 – 35+16.000	Rt	2055
Y2	10+13.000 – 10+88.000	Rt	548.74
Y4	10+09.000 – 10+25.000	Lt	89
Y7	10+15.000 – 10+49.000	Rt/Lt	287
Y8	10+20.000 – 11+00.000	Rt/Lt	459
Y9	10+00.000 – 10+31.000	Rt/Lt	268
Y10	10+00.000 – 10+34.000	Rt/Lt	266
	TEMPORARY PAVEMENT		
LREV	21+80.000 – 24+80.000		1061
LREV	29+20.000 – 32+80.000		1405
TOTAL			10850.74
SAY			11,394

BREAKING OF EXISTING ASPHALT PAVEMENT

LINE	STA. TO STA.	LOCATION	SQ. METERS
LREV	16+20.000 – 16+50.000	Rt/Lt	250
LREV	31+20.000 – 32+67.000	Rt/Lt	760
Y1	10+20.000 – 10+78.000	Rt/Lt	491
Y2	10+90.000 – 10+95.000	Rt	24.18
Y7	10+09.000 – 10+20.000	Rt/Lt	136
TOTAL			1661.18
SAY			1,750

SUMMARY OF CHAIN LINK FENCE

	STA. TO STA.	LOCATION	FABRIC (m)	LINE POST	TERMINAL POST
–LRev–	11+12.780 13+28.760	RT.	216	60	5
–LRev / Y3–	13+33.860 10+32.320	RT.	105	29	4
–LRev–	14+55.630 16+24.110	RT.	174	48	3
–LRev–	12+00.710 15+49.640	LT.	349	96	4
–LRev–	16+25 11+00(dr1)	RT.	125	35	4
–LRev–	25+91.330 25+38.570		185	51	6
	(3 STRAND BARBED WIRE)				
TOTAL			1154	319	26
SAY			1212	335	28

SUMMARY OF WOVEN WIRE FENCE

	STA. TO STA.	LOCATION	FABRIC (m)	100 mm POST (EA)	125mm POST (EA)
–D2–	10+00.330 10+21.690	RT.	21	3	4
–LRev–	15+82.330 16+09.500	LT.	43	7	7
–LRev / Y4–	19+25.000 10+44.200	RT.	302	63	16
–LRev–	19+48.580 21+46.610	LT.	187	37	13
TOTAL			553	110	40
SAY			581	116	42

"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					REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GRAU 350	CAT-1							EA	G	NG			
L-RevDR1–	16+24.88	10+55.87	Rt	80.42	18.9		16+40	10+24	4.27		15.24				1	1												
DR1/-LRev–	11+10.5	19+29	Lt	332.26	15.7		10+80	19+20	4.27		15.24				1	1												
L–Rev	22+29.5	24+90.5	Rt	261.00			22+60	24+60	4.27		15.24				1	1												
L–Rev	31+69.5	32+58	Rt	88.50			32+00	33+60	4.27		15.24				1	1												
L–Rev	32+68.6	33+12	Rt	43.40			32+00	33+60	4.27		15.24				1	1												
L–Rev	33+22.5	33+79	Rt	56.50			32+00	33+60	4.27		15.24				1	1												
L–Rev	37+19.5	38+06.5	Rt	87.00			37+20	38+00	4.27		15.24				1													
L–Rev	16+09.5	19+50.5	Lt	341.00			19+20	16+40	4.27		15.24				1	1												
L–Rev	31+29.5	34+50.5	Lt	321.00			34+20	31+60	4.27		15.24				1	1												
L–Rev	37+17.25	38+06.6	Lt	88.35			38+00	37+20	4.27							1												
			SUB–TOTAL	1701.01	34.51																							
	LESS DEDUCTIONS FOR ANCHORS																											
	GRAU –350	9 @ 15.24	= 137.16m																									
	CAT–1	9 @ 1.905	= 17.14m																									
	PROJECT DEDUCTION TOTAL		= 154.30m																									
	PROJECT TOTAL		= 1546.71m																									
		SAY	= 1558.29m																									
	ADDITIONAL GUARDRAIL POSTS		= 5 EA.																									

02-NOV-2004 11:48
RD203024 u2912.sum
TDGoins AT RD203024

RD203024 Tuesday November 02 2004 u2912.m TDGoins rd-04oce34