COMPUTED BY: JBJ DATE: 08-19-13
CHECKED BY: NJD DATE: 01-31-17

PROJECT REFERENCE NO.	SHEET NO.
R-3100B	3B-2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

"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

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350					REMOVE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GRAU 350	CAT-1	AT-1						NO.	PERMITTED G	PERMITTED NG				
-L-	15+35.00	17+49.75	RT				15+35.00									1												189.00	Remove ex. guardrail and place CAT-1 as shown on plan
-L-	15+35.00	17+49.75	RT	225.00			15+35.00	17+15.00	2.00	10.00	50.00		1.00		1	1													
-L-	25+30.00	30+56.25	RT	537.50			26+30.00	30+56.25	2.00	10.00	50.00		1.00		1	1												289.00	
-L-	28+19.50	30+57.00	LT	237.50			29+57.00	28+19.50	2.00	10.00	50.00		1.00		1	1													
-L-	39+00.00	48+12.50	RT	912.50			40+00.00	48+12.50	2.00	10.00	50.00		1.00		1	1	1												
-L-	44+00.00	48+50.00	LT	450.00	50.00		47+50.00	44+00.00	2.00	10.00	50.00		1.00		1														
-L-	56+00.00	60+62.50	RT	462.50			57+00.00	60+62.50	2.00	10.00	50.00		1.00		1	1													
-L-	83+85.00	86+22.50	RT	237.50			84+85.00	86+22.50	14.00	24.00	50.00		1.00		1	1													
-L-	112+00.00	115+62.50	RT	362.50			113+00.00	115+62.50	2.00	10.00	50.00		1.00		1	1	1												
-L-	130+47.75	132+35.25	LT	125.00	87.50		131+35.25	130+47.75	2.00	10.00	50.00		1.00			1													
-L-	134+00.00	134+87.50	LT	87.50			135+00.00	133+87.50	2.00	10.00	50.00		1.00		1	1													Fill slope guardrail inturrupted by driveways
-L-	135+42.50	136+30.00	LT	87.50			136+30.00	135+42.50	2.00	10.00	50.00		1.00		1	1													Fill slope guardrail inturrupted by driveways
-L-	136+75.00	137+50.00	LT	75.00			137+50.00	136+75.00	2.00	10.00	50.00		1.00		1	1													Fill slope guardrail inturrupted by driveways
-L-	171+50.00	176+12.50	RT	462.50			172+50.00	176+12.50	8.00	11.00	50.00		1.00		1	1													
-L-	172+87.50	175+50.00	LT	262.50			172+87.50	174+50.00	8.00	11.00	50.00		1.00		1	1													
-L-	190+50.00	193+62.50	RT	312.50			191+50.00	192+62.50	8.00	11.00	50.00		1.00		1	1													
-L-	192+45.00	194+70.00	LT	225.00			192+45.00	193+70.00	8.00	11.00	50.00		1.00		1	1													
			TOTAL	5,062.50	137.50										15	16	2											478.00	
			DEDUCTION FOR ANCHORS:																										
			GRAU 350 15 @ 50.00	-750.00																									
			CAT-1 16 @ 6.25	-100.00																									
			AT-1 2 @ 6.25	-12.50											15	16	2											478.00	
			PROJECT TOTAL	4,200.00	137.50																								
															15	16	2											500.00	
			SAY	4,200.00	150.00																								
			ADDITIONAL GUARDRAIL POSTS	10 EACH																									

WOVEN WIRE FENCE SUMMARY

LINE	BEGIN STATION	END STATION	LOCATION	LINEAR FEET	4" POSTS	5" POSTS
-L-	15+35	15+35	RT.	1026	65	16
-L-	25+55	25+55	RT.	949	61	13
-L-	35+56	35+56	RT.	1279	81	19
-L-	49+20	49+20	RT.	502	32	7
-L-	54+82	54+82	RT.	615	39	10
-L-	74+36	74+36	RT.	254	13	10
-L-	78+15	78+15	RT.	360	22	7
-L-	82+36	82+36	RT.	507	32	7
-L-	87+97	87+97	RT.	720	44	13
-L-	95+30	95+30	RT.	178	11	4
-L-	97+70	97+70	RT.	255	16	4
-L-	10+22	10+22	RT.	128	7	4
-L-	104+10	104+10	RT.	279	18	4
-L-	107+49	107+49	RT.	361	24	4
-L-	111+70	111+70	RT.	716	46	10
-L-	119+54	119+54	RT.	181	9	7
-L-	121+66	121+66	RT.	117	6	4
-L-	124+65	124+65	RT.	136	4	10
-L-	129+65	129+65	RT.	1107	70	16
-L-	141+20	141+20	RT.	150	9	4
-L-	144+70	144+70	RT.	232	14	4
-L-	148+52	148+52	RT.	105	5	4
-L-	150+93	150+93	RT.	146	8	4
-L-	154+92	154+92	RT.	504	32	7
-L-	160+11	160+11	RT.	367	24	4
-L-	166+10	166+10	RT.	418	26	7
-L-	170+83	170+83	RT.	729	47	10
-L-	179+95	179+95	RT.	100	5	4
-L-	181+75	181+75	RT.	250	16	4
-L-	185+75	185+75	RT.	145	8	4
-L-	190+60	190+60	RT.	503	32	7
-L-	15+03	15+03	LT.	1684	102	34
-L-	32+65	32+65	LT.	552	34	10
-L-	38+69	41+34	LT.	271	16	7
-L-	46+67	48+30	LT.	396	25	7
-L-	49+31	50+52	LT.	121	7	4
-L-	51+12	53+15	LT.	203	12	4
-L-	53+75	59+00	LT.	525	34	7
-L-	59+60	62+94	LT.	334	20	7
-L-	63+54	72+38	LT.	884	58	10

LINE	BEGIN STATION	END STATION	LOCATION	LINEAR FEET	4" POSTS	5" POSTS
-L-	77+22	80+12	LT.	290	19	4
-L-	80+71	82+13	LT.	143	8	4
-L-	84+02	86+74	LT.	302	19	4
-L-	88+08	89+00	LT.	93	5	4
-L-	89+60	90+80	LT.	121	7	4
-L-	92+14	82+70	LT.	57	2	4
-L-	93+30	95+41	LT.	213	13	4
-L-	96+86	100+32	LT.	346	21	7
-L-	100+92	102+14	LT.	122	7	4
-L-	102+74	104+01	LT.	127	7	4
-L-	104+61	107+53	LT.	292	19	4
-L-	108+72	111+49	LT.	277	18	4
-L-	112+69	120+05	LT.	519	33	7
-L-	121+25	123+15	LT.	191	12	4
-L-	123+75	125+31	LT.	157	9	4
-L-	125+91	127+30	LT.	140	8	4
-L-	127+90	134+70	LT.	729	45	13
-L-	140+50	141+95	LT.	145	8	4
-L-	142+45	144+85	LT.	239	15	4
-L-	145+45	148+44	LT.	299	19	4
-L-	148+89	151+03	LT.	213	13	4
-L-	151+63	152+49	LT.	86	4	4
-L-	153+96	159+51	LT.	560	36	7
-L-	162+80	176+36	LT.	1450	97	13
-L-	176+96	181+00	LT.	403	25	7
-L-	181+60	190+15	LT.	855	56	10
-L-	190+75	194+88	LT.	413	26	7
-L-	195+48	196+81	LT.	134	7	4
			TOTAL	27,205	1,687	473
			SAY	27,210	1,690	480

REMOVAL OF EXISTING ASPHALT PAVEMENT

LINE	BEGIN STATION	END STATION	LOCATION	AREA (SQ. YDS.)
-Y2-	12+50.00	13+62.44	LT/RT	453.56
-Y3-	13+70.00	16+00.00	LT/RT	438.45
-Y3-	16+00.00	17+00.00	RT	343.78
-Y4-	12+48.00	12+70.00	LT/RT	46.45
-Y5-	13+00.00	14+56.59	LT/RT	686.67
-Y8-	10+37.85	13+60.00	LT/RT	864.89
-Y9-	13+10.00	13+74.10	LT/RT	297.00
-Y11-	10+36.00	11+50.00	LT/RT	589.67
-Y12-	11+50.00	18+18.20	LT/RT	1,680.23
-L-	26+00±	32+10±	RT	690.39
-L-	41+35±	46+25±	RT	703.55
-L-	46+25±	82+91±	RT	1,600.72
-L-	92+40±	117+59±	LT	1,010.86
-L-	137+82±	115+50±	LT	740.08
-L-	165+50±	172+60±	LT	414.68
-L-	186+96±	195+75±	RT	478.24
-L-	196+17±	198+28±	RT	310.91
-L-	26+00±	32+10±	RT	281.41
-L-	41+15±	45+15±	RT	294.01
			TOTAL	11,925.55
			SAY	11,950

BREAKING OF EXISTING ASPHALT PAVEMENT

LINE	BEGIN STATION	END STATION	LOCATION	AREA (SQ. YDS.)
-Y3-	17+00	17+20	LT /RT	391.78
-Y4-	10+37	12+48	LT /RT	604.56
-Y7-	10+39	12+00	LT /RT	321.03
-Y10-	15+60	17+40	LT /RT	208.52
-Y12-	12+70	13+50	LT /RT	181.67
			TOTAL	1,707.56
			SAY	1,750

6/16/99

3/16/2017
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