COMPUTED BY: B. C. FOWLER DATE: 9-22-14
CHECKED BY: J.W. BRAXTON DATE: 12-7-15

PROJECT REFERENCE NO.	SHEET NO.
W-5313	3B-4

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 & STOCKPILE 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 TL3	M-350	AT-1	CAT-1	VI MOD	TES	B-77	G	NG			
-L-	70+00.00	74+50.00	RT	450			71+00.00	73+50.00	4	7	50	50	1	1			2											
-L-	118+54.64	119+29.64(BR)	RT	75				119+29.64(BR)	EXIST.	7	50		1				1						1				65.05		
-L-	118+48.78	119+23.78(BR)	LT	75			119+23.78(BR)		EXIST.	7		50		1			1						1				39.66		
-L-	120+22.01(BR)	120+97.01	RT	75			120+22.01(BR)		EXIST.	7		50		1			1						1				41.68		
-L-	120+15.45(BR)	120+90.45	LT	75				120+15.45(BR)	EXIST.	7	50		1				1						1				41.02		
-L-	126+08.50	129+21.00	RT	312.50			128+06.00		4	7	50	50	1	1			2												HEADWALL
-L-	127+09.00	129+84.00	LT	275			128+24.00		4	7	50	50	1	1			2												HEADWALL
-L-	178+50.00	181+25.00	RT	275			179+50.00	180+25.00	4	7	50	50	1	1			2											
-L-	178+00.00	181+50.00	LT	350			179+00.00	180+50.00	4	7	50	50	1	1			2											
-L-	190+12.17	192+52.43	RT	209.35	96.12		190+63.00	191+50.00	4	7									2									
-L-	190+29.00	194+04.00	LT	375			191+44.00		4	7	50	50	1	1			2											HEADWALL
-L-	209+00.00	211+23.36	LT	225	27.33		209+00.00		4	7	50		1				1		1									HEADWALL
-L-	282+70.00	286+45.00	RT	375			285+30.00		4	7	50	50	1	1			2											HEADWALL
-L-	283+79.00	286+79.00	LT	300			284+90.00		4	7	50	50	1	1			2											HEADWALL
-L-	348+00.00	350+37.83	RT	225	45.69		349+00.00	349+88.61	4	7	50		1				1		1									
-L-	348+50.00	351+50.00	LT	300			349+50.00	350+50.00	4	7	50	50	1	1			2											
-L-	396+80.00	398+92.50	RT	212.50			397+80.00	397+92.50	4	7	50	50	1	1			2											
-L-	397+50.00	399+62.50	LT	212.50			398+50.00	398+62.50	4	7	50	50	1	1			2											
			TOTAL:	4,396.85	169.14																							
	ANCHOR DEDUCTIONS:																											
	(28) GRAU 350 TYPE TL-3 @ 50.00' EA. =			-1400																								
	(4) B-77 @ 18.75' EA. =			-75																								
	(4) AT-I @ 6.25' EA. =				-25.00																							
	GRANDTOTAL:			2,921.85	144.14												28		4				4				187.41	
	SAY:			2,925.00	150.00												28		4				4				190	
						ADDITIONAL GUARDRAIL POSTS =10																						

REMOVAL OF EXISTING ASPHALT PAVEMENT

LINE	STATION	STATION	LOCATION	AREA SQUARE FEET	WIDTH	SQUARE YARDS
-L-	178+30	191+75	LT & RT	27,877.72		3,097.52
-L-	225+00	236+50	LT & RT	24,342.69		2,704.74
-L-	276+10	278+10	LT & RT	4,197.01		466.33
-L-	283+10	284+50	LT & RT	2,893.48		321.50
-L-	285+50	287+90	LT & RT	4,939.77		548.86
-L-	291+80	294+25	LT & RT	5,250.94		583.44
-L-	339+60	345+50	LT & RT	12,404.76		1,378.31
-L-	347+25	351+50	LT & RT	9,222.34		1,024.70
-L-	402+50	412+35	LT & RT	24,991.95		2,776.88
-Y1-	10+16	12+25	LT & RT	5,800.31		644.48
-Y3-	10+50	12+09	LT & RT	3,811.05		423.45
-Y4-	10+15	13+75	RT	6,004.37		667.15
-Y5-	11+90	13+08	LT & RT	3,735.43		415.05
-Y6-	10+00	14+32	RT	6,881.83		764.65
					TOTAL:	15,817.07
					SAY:	15,820

BREAKING OF EXISTING ASPHALT PAVEMENT

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
-L-	284+50	285+50	LT & RT	100.00	20	222.22
-L-	345+50	347+25	LT & RT	175.00	21	408.33
					TOTAL	630.56
					SAY	640

Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, Breaking of Existing Pavement, and Removal of Existing Pavement will be paid for at the Lump Sum price for "Grading

12/06/07
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