PROJECT REFERENCE NO. SHEET NO. BR-0126 3B-/

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SHOULDER BERM GUTTER SUMMARY

17 + 29.54	17 + 49.00	19.46′
	TOTAL:	19.46′
	547	20′
		TOTAL:

ASPHALT PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	SY
-L-	15 + 84.00	16+05.81	RT	32.23
-L-	17 + 18.19	17 + 40.00	RT	23.44
			TOTAL:	55.67
			SAY:	60

PAVEMENT MARKING DETAIL

MARKING TYPE	CHAIN	FROM STATION	to station	LENGTH
P1	_L_ (LT)	12 + 43.00	21 + 95.00	1904
	L (RT)	12 + 43.00	21 + 95.00	1904
P13	-L-	12 + 43.00	21 + 95.00	3808
			TOTAL:	7616
			SAY:	7616

P1: 4" White Edge Lines (Two Layers of Paint with Line Factor 1)
P13: 4" Yellow Double Center Lines (Two Layers of Paint with Line Factor 2)

SUMMARY OF EARTHWORK (CY)

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE	
12 + 43.00	16 + 05.81	1,648	198		1,450	
	BEGIN BRIDGE					
SUBTOTAL SU	MMARY NO. 1	1,648	198		1,450	
17 + 18.19	21 + 95.00	465	2,007	1,542		
END BRIDGE						
SUBTOTAL SU	MMARY NO. 2	465	2,007	1,542		
SUBTOTAL SUMMARY	′ NO. 1 THRU 2	2,113	2,205	1,542	1,450	
WASTE IN LIEU OF	BORROW			–1,450	-1,450	
PROJECT TOTAL		2,113	2,205	92	0	
EST. 5% TO REPLAC	E TOP SOIL			5		
GRAND TOTAL		2,113	2,205	97	0	
SAY		2,120		100		
CONTINGENCY UND	DERCUT EXCAVATION:	550 CY	I		l	
CONTINGENCY SELE	CT GRANULAR MATER	IAL: 400 CY				
ESTIMATED DDE: 17	CY					

NOTE: Approximate quantities only. Borrow Excavation, Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

"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

GUARDRAIL SUMMARY

NG	G = NON-GATING IMPACT ATTENUATOR TYPE 350																						
Sur sur	/EY	DEC STA	ENID STA			LENGTH		WARRANT POINT		"N" DIST.	TOTAL	FLARE LENGTH		w			ANCHORS			IMPACT ATTENUATOR SINGLE REMOVE	REMOVE AND		
HO LIN	1E	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	SHOUL. WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	TYPE-III B-7	7 GREU	U GREU TL–2	CAT_1	AT-1	TYPE 350 FACED GUARDRAIL EA G NG EXISTING GUARDRAIL	STOCKPILE EXISTING GUARDRAIL	REMARKS
_L		15 + 26.41	16+07.22	RT	81.25′			BRIDGE		VARIES	VARIES	50′		1′		1	1						
_L	<u>.</u> –	17 + 16.78	17 + 97.59	RT	81.25′				BRIDGE	VARIES	VARIES		50′		1′	1	1						
_L	<u>-</u>	15 + 24.61	16+06.49	LT	81.25′				BRIDGE	VARIES	VARIES		50′		1′	1	1						
_L	-	17 + 17.51	17 + 99.39	LT	81.25′			BRIDGE		VARIES	VARIES	50′		1′		1	1						
-																							
	•			SUBTOTAL	325′			ANCHOR	DEDUCTIONS	TO	TAL												
								GREU TL-3	4 @ 50′	20	00′												
								TYPE III	4 @ 18.75′	7	75′												
			тот	TAL ANCHOR LENGTH	275′																		
ת ט			TOTAL	L GUARDRAIL LENGTH	50′				TOTAL DEDUCTIONS =	075/													
	SAY			50′																			
	ADDITIONAL GUARDRAIL POSTS			5 EACH			LESS DEDUCTIONS = 50'																
r Q																							