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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
B-5639	3B-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

"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 SHOULDER 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	GREU, TL-3	TYPE III	CAT-1							NO.	PERMITTED G	PERMITTED NG	
-L-	18+75.00	22+68.75	RT	393.75'			20+00.00		4' 11"	8'	154'	50'	3' 1"	1'	1	1											
-L-	18+75.00	22+68.75	LT	393.75'				20+00.00	4' 11"	8'	50'	154'	1'	3' 1"	1	1											
-L-	24+41.25	27+25.00	RT	293.75'				26+00.00	4' 11"	8'	50'	154'	1'	3' 1"	1	1											
-L-	24+41.25	27+25.00	LT	293.75'			24+41.25		4' 11"	8'	154'	50'	3' 1"	1'	1	1											
		SUBTOTAL		1375.00'																							
		LESS ANCHOR DEDUCTIONS																									
		GREU, TL-3 4 x 50.00' =		-200.00'																							
		TYPE III 4 x 18.75' =		-75.00'																							
		ADDITIONAL POSTS: 5																									
		TOTAL		1100.00'											4	4											

TEMPORARY 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			REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	GREU, TL-3	B-77	CAT-1	TYPE III MODIFIED						NO.	PERMITTED G	PERMITTED NG	
-L_DET-	13+00.00	17+91.04	RT	491.75'			14+00.00		3'	6'	150'		3'	1'	1	1											
-L_DET-	17+03.54	17+91.04	LT	87.50'				17+91.04	3'	6'		12.5'	1'	0.25"	1	1											
-L_DET-	19+61.04	26+00.00	RT	639.375'				25+00.00	3'	6'		12.5'	1'	0.25"	1	1											
-L_DET-	19+61.04	21+22.19	LT	160.375'			19+61.04		3'	6'	150'		3'	1'	1	1											
-L-	21+04.20	23+04.20	RT	200.00'			23+04.20		2'	2'					1			1									
-L-	24+08+84	25+83.84	RT	175.00'				24+08.84	2'	2'					1			1									
		SUBTOTAL		1754.00'																							
		LESS ANCHOR DEDUCTIONS																									
		TYPE III, MODIFIED 2 x 18.75' =		-37.50'																							
		GREU, TL-3 6 x 50.00' =		-300.00'																							
		B-77 4 x 22.875' =		-91.50'																							
		ADDITIONAL POSTS: 5																									
		TOTAL		1325.00'											6	4		2									

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD³
-L-	22+20	23+03.97	CL	213.13
-L-	24+08.65	24+90	CL	210.20
-L_DET-	10+26.46	15+36.18	CL	570.81
-L_DET-	15+36.18	17+91.04	CL	736.26
-L_DET-	19+61.04	22+22.65	CL	755.76
-L_DET-	22+22.65	26+54.80	CL	559.34
			TOTAL:	3045.51
			SAY:	3200

SUMMARY OF SHOULDER BERM GUTTER

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LENGTH
-L-	24+52.13	24+65.50	LT	13.37'
-L-	24+52.13	24+65.50	RT	13.37'
-L_DET-	19+61.04	19+94.00	LT	32.96'
			TOTAL:	59.7
			SAY:	65

SUMMARY OF EARTHWORK
IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
-L- 17+50.00 TO 22+68.75 (BEGIN BRIDGE)	67		1115	1048	
-L- 24+41.25 (END BRIDGE) TO 27+50.00	88		340	252	
-L_DET- 10+26.46 TO 17+91.04 (BEGIN BRIDGE)	29		4268	4239	
-L_DET- 19+61.04 (END BRIDGE) TO 26+54.80	50		3816	3766	
SUBTOTAL	234		9539	9305	
DETOUR REMOVAL	5955				5955
PROJECT TOTAL	6189		9539	9305	5955
EST. 5% TO REPLACE TOPSOIL ON BORROW PIT				466	
GRAND TOTAL	6189			9771	5955
SAY	6500			10260	

EST. UNDERCUT EXCAVATION = 300 CUBIC YARDS
EST. SELECT GRANULAR MATERIAL = 300 CUBIC YARDS

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

NOTE: Earthwork quantities are calculated by the designer. These quantites are based in part on subsurface data provided by the Geotechnical Engineering Unit.

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