

**STATE OF NORTH CAROLINA  
 DIVISION OF HIGHWAYS**

**SHOULDER BERM GUTTER SUMMARY**

| LINE          | LOCATION | STATION | STATION      | LENGTH (LF) |
|---------------|----------|---------|--------------|-------------|
| -L- SB        | LT       | 62+10   | 62+80        | 70          |
| -Y-           | RT       | 39+55   | 40+37        | 87          |
| -Y-           | LT       | 39+89   | 40+37        | 49          |
| -Y-           | RT       | 42+42   | 43+00        | 83          |
| -Y-           | LT       | 42+42   | 42+91        | 50          |
| -L- & -RPA-   | RT       | 81+05   | 13+50        | 555         |
| -RPB-         | LT       | 15+00   | 18+75        | 375         |
| -RPB- & -SPB- | LT       | 35+75   | 41+45        | 560         |
| -RPC- & -SPC- | RT       | 18+25   | 24+50        | 617         |
| -RPD- & -SPD- | LT       | 21+25   | 24+55        | 327         |
|               |          |         | <b>TOTAL</b> | <b>2773</b> |
|               |          |         | <b>SAY</b>   | <b>2800</b> |

**EXPRESSWAY GUTTER SUMMARY**

| LINE  | LOCATION | STATION | STATION      | LENGTH (LF) |
|-------|----------|---------|--------------|-------------|
| -RPB- | LT       | 23+75   | 30+00        | 625         |
| -RPD- | LT       | 12+00   | 16+50        | 450         |
|       |          |         | <b>TOTAL</b> | <b>1075</b> |
|       |          |         | <b>SAY</b>   | <b>1080</b> |

**DOUBLE FACED CABLE GUIDERAIL SUMMARY**

| LINE | LOCATION | STATION | STATION      | LENGTH (LF) | ANCHOR UNITS (EACH) |
|------|----------|---------|--------------|-------------|---------------------|
| -L-  | MED      | 50+22   | 59+17        | 895         | 2                   |
|      |          |         | <b>TOTAL</b> | <b>895</b>  | <b>2</b>            |
|      |          |         | <b>SAY</b>   | <b>900</b>  | <b>2</b>            |

ADDITIONAL GUIDERAIL POSTS = 5

"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

**GUARDRAIL SUMMARY**

G = GATING IMPACT ATTENUATOR TYPE TL-3  
 NG = NON-GATING IMPACT ATTENUATOR TYPE TL-3

| BEG. STA. SURVEY LINE   | BEG. STA. | END STA. SURVEY LINE | END STA. | LOCATION                                 | LENGTH          |               | WARRANT POINT  |                | "N" DIST. FROM E.O.L. | TOTAL SHOUL WIDTH | FLARE LENGTH |              | W            |              | ANCHORS   |           |       | IA-MASH TL-3 |    | REMOVE EXISTING GUARDRAIL | REMOVE & STOCKPILE EXISTING GUARDRAIL | REMARKS     |                                    |  |
|-------------------------|-----------|----------------------|----------|--|-----------------|---------------|----------------|----------------|-----------------------|-------------------|--------------|--------------|--------------|--------------|-----------|-----------|-------|--------------|----|---------------------------|---------------------------------------|-------------|------------------------------------|--|
|                         |           |                      |          |  | STRAIGHT        | SHOP CURVED   | APPROACH END   | TRAILING END   |                       |                   | APPROACH END | TRAILING END | APPROACH END | TRAILING END | GREU TL-3 | TYPE B-77 | CAT-1 | G            | NG |                           |                                       |             |                                    |  |
| -L-                     | 20+00.00  | -L-                  | 21+00.00 | LT                                       | 100.00          |               | 19+75.00       | -              | 9                     | 12                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           | 89                                    |             |                                    |  |
| -L-                     | 23+06.25  | -L-                  | 31+43.75 | MED LT                                   | 837.50          |               | -              | -              | 6                     | 9                 | 118.75       | 118.75       | 7.75         | 7.75         |           |           |       |              | 1  |                           | 403                                   |             |                                    |  |
| -L-                     | 22+81.25  | -L-                  | 31+18.75 | MED RT                                   | 837.50          |               | -              | -              | 6                     | 9                 | 118.75       | 118.75       | 7.75         | 7.75         |           |           |       |              | 1  |                           | 290                                   |             |                                    |  |
| -L-                     | 46+40.00  | -L-                  | 46+65.00 | MED RT                                   | 25.00           |               | -              | -              | -                     | -                 | -            | -            | -            | -            |           |           |       |              |    |                           | 1                                     |             |                                    |  |
| -L-                     | 57+84.13  | -L-                  | 60+07.00 | RT                                       | 222.87          |               | 60+07.00       | -              | 24                    | 27                | 50.00        | -            | 1.00         | -            | 1         | 1         |       |              |    |                           | 173                                   |             |                                    |  |
| -L-                     | 59+62.63  | -L-                  | 60+35.50 | MED LT                                   | 72.87           |               | -              | 60+35.50       | 20                    | 20                | -            | 26.25        | -            | 1.75         | -         |           |       |              |    |                           | 1                                     |             | 779                                |  |
| -L-                     | 59+62.63  | -L-                  | 60+35.50 | MED RT                                   | 72.87           |               | 60+35.50       | -              | 20                    | 20                | 26.25        | -            | 1.75         | -            |           |           |       |              |    | 1                         |                                       | 1077        | SEE ROADWAY STD DRAWING 862.01     |  |
| -L-                     | 61+58.50  | -L-                  | 90+25.00 | MED LT                                   | 2866.50         |               | 61+58.50       | -              | 6                     | 9                 | -            | 210.00       | -            | 14.00        | -         | 1         |       |              |    |                           | 734                                   |             |                                    |  |
| -L-                     | 61+58.50  | -L-                  | 90+25.00 | MED RT                                   | 2866.50         |               | -              | 61+58.50       | 6                     | 9                 | 210.00       | -            | 14.00        | -            |           |           |       |              |    |                           | 762                                   |             |                                    |  |
| -L-                     | 62+10.00  | -L-                  | 63+32.88 | LT                                       | 122.88          |               | 62+10.00       | -              | 24                    | 27                | 50.00        | -            | 1.00         | -            | 1         | 1         |       |              |    |                           | 173                                   |             |                                    |  |
| -RPA-                   | 13+56.25  | -L-                  | 90+25.00 | RT / LT                                  | 1481.25         |               | -              | -RPA- 13+50.00 | 14                    | 17                | -            | -            | -            | -            |           |           | 1     |              |    |                           | 571                                   |             |                                    |  |
| -RPA-                   | 27+94.75  | -Y-                  | 40+60.76 | LT                                       | 122.88          |               | -Y- 40+60.76   | -              | 6                     | 9                 | 50.00        | -            | 1.00         | -            | 1         | 1         |       |              |    |                           |                                       |             |                                    |  |
| -RPB-                   | 14+93.75  | -RPB-                | 19+25.00 | LT                                       | 431.25          |               | 18+25.00       | -              | 14                    | 17                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           | 641                                   |             |                                    |  |
| -RPB-                   | 35+68.75  | -Y-                  | 32+87.50 | LT / RT                                  | 893.75          | 175.00        | -Y- 33+50.00   | -RPB- 33+75.00 | 14                    | 17                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           |                                       |             |                                    |  |
| -RPB-                   | 42+43.75  | -Y-                  | 40+60.76 | RT                                       | 66.63           | 25.00         | -Y- 40+60.76   | -              | 6                     | 9                 | -            | -            | -            | -            |           |           | 1     | 1            |    |                           | 103                                   |             |                                    |  |
| -RPC-                   | 10+25.00  | -RPC-                | 11+93.75 | RT                                       | 168.75          |               | 11+87.50       | -              | 14                    | 17                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           |                                       |             |                                    |  |
| -RPC-                   | 17+75.00  | -SPC-                | 26+56.25 | RT                                       | 693.75          | 162.50        | -RPC- 18+75.00 | -SPC- 26+50.00 | 14                    | 17                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           |                                       |             |                                    |  |
| -RPC-                   | 22+50.00  | -Y-                  | 42+18.26 | LT / RT                                  | 222.88          | 125.00        | -RPC- 23+50.00 | -Y- 42+18.26   | 12                    | 15                | 50.00        | 80.00        | 1.00         | 6.00         | 1         | 1         |       |              |    |                           |                                       |             | VAR. FLARE RATE APPROACHING BRIDGE |  |
| -RPD-                   | 21+18.75  | -Y-                  | 49+18.00 | LT                                       | 656.25          | 175.00        | -Y- 47+75.00   | -RPD- 21+25.00 | 14                    | 17                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           | 390                                   |             |                                    |  |
| -Y-                     | 27+75.00  | -Y-                  | 30+81.25 | RT                                       | 306.25          |               | 28+50.00       | -              | 12                    | 14                | 50.00        | -            | 1.00         | -            | 1         |           |       |              |    |                           |                                       |             |                                    |  |
| -Y-                     | 42+18.26  | -Y-                  | 42+97.39 | LT                                       | 79.13           |               | -              | 42+18.26       | 6                     | 9                 | -            | -            | -            | -            |           |           | 1     | 1            |    |                           | 103                                   |             |                                    |  |
| EXIST. REEDY FORK PKWY. |           | -RPD-                | 15+50.00 | RT                                       | 37.50           |               | -              | -              | -                     | -                 | -            | -            | -            | -            |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | SUBTOTAL                                 | 13185.00        | 662.50        |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | IA-MASH TL-3: 4 @ 25'                    | -100.00         |               |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | GREU TL-3: 11 @ 50'                      | -550.00         |               |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | FOR ANCHOR UNITS TYPE B-77: 10 @ 22.875' | -228.75         |               |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | CAT-1: 9 @ 6.25'                         | -56.25          |               |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |             |                                    |  |
|                         |           |                      |          | <b>PROJECT TOTAL</b>                     | <b>12250.00</b> | <b>662.50</b> |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       | <b>6288</b> |                                    |  |
|                         |           |                      |          | <b>SAY</b>                               | <b>12300</b>    | <b>675</b>    |                |                |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       | <b>6300</b> |                                    |  |

ADDITIONAL GUARDRAIL POSTS = 10 EA.

"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

**TEMPORARY GUARDRAIL SUMMARY**

G = GATING IMPACT ATTENUATOR TYPE TL-3  
 NG = NON-GATING IMPACT ATTENUATOR TYPE TL-3

| BEG. STA. SURVEY LINE | BEG. STA. | END STA. SURVEY LINE | END STA. | LOCATION     | LENGTH          |             | WARRANT POINT |              | "N" DIST. FROM E.O.L. | TOTAL SHOUL WIDTH | FLARE LENGTH |              | W            |              | ANCHORS   |           |       | IA-MASH TL-3 |    | REMOVE EXISTING GUARDRAIL | REMOVE & STOCKPILE EXISTING GUARDRAIL | REMARKS  |                              |          |
|-----------------------|-----------|----------------------|----------|--------------|-----------------|-------------|---------------|--------------|-----------------------|-------------------|--------------|--------------|--------------|--------------|-----------|-----------|-------|--------------|----|---------------------------|---------------------------------------|----------|------------------------------|----------|
|                       |           |                      |          |              | STRAIGHT        | SHOP CURVED | APPROACH END  | TRAILING END |                       |                   | APPROACH END | TRAILING END | APPROACH END | TRAILING END | GREU TL-3 | TYPE B-77 | CAT-1 | G            | NG |                           |                                       |          |                              |          |
| -L-                   | 35+94.00  | -L-                  | 92+25.00 | MED LT       | 5631.00         |             | -             | -            | 4                     | 6                 | -            | 94.00        | -            | 5.20         | 1         |           |       |              |    |                           |                                       |          |                              |          |
| -L-                   | 35+94.00  | -L-                  | 92+25.00 | MED RT       | 5631.00         |             | -             | -            | 4                     | 6                 | 94.00        | -            | 5.20         | -            | 1         |           |       |              |    |                           | 1                                     |          | SEE SHEETS TMP-5 THRU TMP-11 |          |
|                       |           |                      |          | <b>TOTAL</b> | <b>11262.00</b> |             |               |              |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       |          |                              |          |
|                       |           |                      |          | <b>SAY</b>   | <b>11300</b>    |             |               |              |                       |                   |              |              |              |              |           |           |       |              |    |                           |                                       | <b>2</b> | <b>2</b>                     | <b>1</b> |