COMPUTED BY: ESM	DATE: 01-18-2017
CHECKED BY: AEV	DATE: 11/01/2018

PROJECT NO.	SHEET NO.
R-5014	3B-2

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PAVEMENT REMOVAL SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL
-L-	48+50.00	50+00.00	CL	237.12
-L-	66+00.00	75+25.00	CL	2031.36
-LA-	116+96.64	120+03.07	CL	653.51
-L-	120+05.14	121+00.00	CL	252.21
-L-	11+00.00	111+67.50	LT	1005.74
-LA-	111+67.50	120+03.07	LT	247.43
-L-	120+05.14	240+00.00	LT	970.17
-L-	11+00.00	111+67.50	RT	1371.52
-L-	120+05.14	240+00.00	RT	945.21
Temporary Pavement Removal				
-Y3C-	10+16.00	10+77.00	RT	183.30
-Y3C-	10+19.00	11+64.00	LT	375.00
		TOTAL:		8,272.57
		SAY:		8,280

PAVEMENT BREAKING SUMMARY

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT BREAKUP
-L-	48+50.00	50+00.00	CL	267.56
-L-	66+00.00	66+83.22	LT	117.31
-LA-	116+96.64	117+34.00	LT	18.07
		TOTAL:		402.94
		SAY:		410

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.

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	GREU, TL-2	GREU, TL-3	AT-1	SHOP CURVED TYPE III	EA	G	NG		
-L-	56+06.00	56+93.50	LT	87.50			56+44.00		8	11	25	25	0.5	0.5	2								
-L-	55+95.00	56+95.00	RT	100			56+35.00		8	11	25	25	0.5	0.5	2								
-L-	86+95.46	89+95.46 (BRG)	LT	300				89+95.46 (BRG)	6	9		100		2		1						339.23	
-L-	86+95.46	89+95.46 (BRG)	RT	300			89+95.46 (BRG)		4.5	7.5	175		3.5			1						324.07	
-L-	91+94.55 (BRG)	96+19.55	LT	425			91+94.55 (BRG)		5	8		150		3		1						430.79	
-L-	91+94.55 (BRG)	94+57.05	RT	262.50				91+94.55 (BRG)	5.5	8.5	125			2.5				1				305.15	
-L-	94+93.23	95+93.23	RT	100			94+93.23 (BRG)		8	11	50		1			1		1				86.71	
-L- / -Y3C-	-L-103+99.56	-Y3C- 10+65.25	LT	262.50	50		104+28.00		8	11							2						
-Y3C-/-L-	-Y3C- 10+77.00	-L- 108+15.00	LT	118.75	62.5		107+39.00		2	6		50		1		1	1						
-L-	126+59.75	127+59.75	LT	100			126+78.00		8	11	25	25	0.5	0.5	2								
-L-	126+11.25	127+56.00	RT	143.75			126+75.00		8	11	25	25	0.5	0.5	2								
-L-	140+41.35	147+16.35 (BRG)	LT	675				147+16.35 (BRG)	5	8		150		3		1						692.52	
-L-	144+91.35	147+16.35 (BRG)	RT	225			147+16.35 (BRG)		5	8	150			3		1						243.25	
-L-	152+38.00 (BRG)	156+38.00	LT	400			152+40.27 (BRG)		5	8	150			3		1						418.09	
-L-	152+40.27 (BRG)	153+52.77	RT	112.5				152+40.27 (BRG)	5	8		100		2		1						37.79	
-L-	162+87.50	171+75.00	LT	887.5			171+00.00		8	11	50	50	1	1		2							
SUBTOTALS:				4500	112.5										8	11	3	2				2877.60	
	LESS 2-25' CLEAR SPAN @ 100' =			200																			
	LESS ANCHOR DEDUCTIONS:																						
	GREU, TL-2	8 @ 25ft		200.00																			
	GREU, TL-3	11 @ 50ft		550.00																			
	AT-1	3 @ 6.25ft		18.75																			
	SHOP CURVED TYPE III	2 @ 18.75ft		37.50																			
	ANCHOR TOTALS:			806.25																			
	GUARDRAIL TOTAL:			3493.75	112.5																		
	SAY:			3,525	125																	2,878	

ADDITIONAL GUARDRAIL POSTS=5 EA

EXTRA LENGTH GUARDRAIL POST = 25 EA