"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	AT-1	GREU TL-3	TYPE III						NO.	PERMITTED G	PERMITTED NG	
-L-	12+91.34	14+35.09	RT	143.75'				14+35.09	4'	5.5'		50'		1'		1	1									USE 8' GUARDRAIL POSTS (SEE SHEET 2C-1)
-L-	13+00.28	14+19.03	LT	118.75'			14+19.03		4'	7'	50'		1'			1	1									
-L-	15+72.97	17+79.22	RT	206.25'			15+72.97		4'	5.5'	50'		1'			1	1									USE 8' GUARDRAIL POSTS (SEE SHEET 2C-1)
-L-	15+56.91	16+38.16	LT	81.25'				15+56.91	4'	7'		50'		1'		1	1									
		SUBTOTAL		550.00'																						
		LESS ANCHOR DEDUCTIONS																								
		GREU-TL3 4 x 50.00' =		-200.00'																						
		TYPE III 4 x 18.75' =		-75.00'																						
		TOTAL		275'												4	4									ADDITIONAL GUARDRAIL POSTS = 5 EA

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LENGTH
-L- LT	13+61.00	14+08.47	47.47'
		TOTAL	47.47'
		SAY	50'

SUMMARY OF EARTHWORK
IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
-L- 11+50.00 TO 14+27.06 (BEGIN BRIDGE)	127		286	159	
-L- 15+64.94 (END BRIDGE) TO 19+50.00	100		548	448	
SUBTOTAL	227		834	607	
WASTE IN LIEU OF BORROW					
PROJECT TOTAL	227		834	607	
5% TO REPLACE BORROW				31	
GRAND TOTAL	227		834	638	
SAY	240			670	

EST. 200 CY UNDERCUT (CONTINGENCY)

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".

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