"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-	11+61.00	14+04.75	RT	243.75'				14+04.75 (BRIDGE)	6'	9'	50'		1'			1	1									
-L-	11+44.18	14+12.93	LT	268.75'			14+12.93 (BRIDGE)		6'	9'		50'		1'		1	1									
-L-	14+97.08	15+78.33	RT	81.25'			14+97.08 (BRIDGE)		6'	9'		50'		1'		1	1									
-L-	15+05.26	16+61.51	LT	156.25'				15+05.26 (BRIDGE)	6'	9'	50'		1'			1	1									
		SUBTOTAL		750.00'																						
		LESS ANCHOR DEDUCTIONS																								
		GREU TL-3 4 x 50.00' =		-200.00'																						
		TYPE III 4 x 18.75' =		-75.00'																						
		TOTAL		475.00'												4	4									ADDITIONAL GUARDRAIL POSTS = 5 EA

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LENGTH
-L- LT	13+78.00	14+02.09	24.09'
-L- RT	13+78.00	13+93.91	15.91'
		TOTAL	40.00'
		SAY	45.00'

SUMMARY OF EARTHWORK
IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
-L- 11+00.00 TO 14+08.84 (BEGIN BRIDGE)	101		714	613	
-L- 15+01.17 (END BRIDGE) TO 17+00.00	104		271	167	
SUBTOTAL	205		985	780	
WASTE IN LIEU OF BORROW					
PROJECT TOTAL	205		985	780	
5% TO REPLACE BORROW				39	
GRAND TOTAL	205		985	819	
SAY	220			860	

EST. 200 CY UNDERCUT (CONTINGENCY)
EST. 270 CY DDE (SEE PLAN SHEET 4 DETAIL)

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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