COMPUTED BY: MWL DATE: 05/20/04
CHECKED BY: PWR DATE: 08/09/04

"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

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
GUARDRAIL SUMMARY

METRIC

PROJECT REFERENCE NO.	SHEET NO.
R-2568B	3-H

BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM EOL	SHOULDER WIDTH	FLARE LENGTH		W		ANCHORS						IMPACT ATTENUATOR TYPE 350			REMARKS
			STRAIGHT (Meters)	SHOP CURVED (Meters)	DBL. FACED (Meters)	APPROACH END	TRAILING END	(Meters)	(Meters)	APPROACH END (m)	TRAILING END (m)	APPROACH END (m)	TRAILING END (m)	GRAU 350	M-350	CAT-1	TYPE III	AT-1	TES	EACH	G	NG	
-L- 23+20.000	-L- 23+92.390	RT.	72.390			23+20.000	23+92.390	4.2	4.6							1							TIE TO EXIST. GR / END AT DRIVE
-L- 23+20.000	-L- 24+15.250	LT.	95.250			23+20.000	DRIVE	4.2	4.6		15.24		1	1									TIE TO EXIST. GR / BREAK GR AT DRIVE
-L- 24+28.335	-L- 25+27.395	LT.	99.060			DRIVE	24+89.895	4.2	4.6		15.24		1	1		1							BREAK GR AT DRIVE
-L- 24+75		RT.	11.430																2				BARRIER ON EXIST. NC 109
-L- 25+25		RT.	7.620																2				BARRIER/TURN-AROUND ON EXIST. NC 109
-L- 29+10.070	-Y- 11+30.000	RT.	148.590	22.860		-L- 29+47.570	-Y- 11+00	3.6 / 2.4	4.6 / 3.4	15.24	15.24	1	1	2									
-Y- 10+85.471	-L- 30+79.998	LT./RT.	137.160	22.860		-Y- 10+55.471	-L- 30+79.998	2.4 / 3.6	3.4 / 4.6	15.24		1		1		1							
-L- 29+00.000	-L- 29+64.770	LT.	64.770			29+00.000	DRIVE	3.6	4.6		15.24		1	1		1							BREAK GR AT DRIVE
-L- 30+00.350	-L- 30+57.500	LT.	57.150			DRIVE	30+20.000	3.6	4.6		15.24		1	1		1							BREAK GR AT DRIVE
-L- 33+02.500	-L- 34+39.660	RT.	137.160			33+40.000	34+39.660	3.6	4.6	15.24		1		1		1							
-L- 33+20.000	-L- 34+57.160	LT.	137.160			33+20.000	34+19.660	3.6	4.6		15.24		1	1		1							
-L- 36+52.250	-L- 37+39.880	RT.	87.630			36+89.750	37+39.880	3.6	4.6	15.24		1		1		1							
-L- 39+61.720	-L- 40+60.780	RT.	99.060			DRIVE	40+60.780	3.6	4.6	15.24		1		1		1							
-L- 41+19.360	-L- 44+77.500	LT.	358.140			DRIVE	44+40.000	3.6	4.6		15.24		1	1		1							
-L- 43+62.500	-L- 44+69.180	RT.	106.680			44+00.000	44+69.180	3.6	4.6	15.24		1		1		1							
-L- 45+52.700	-L- 46+82.240	RT.	129.540			DRIVE	46+82.240	3.6	4.6	15.24		1		1		1							
-L- 46+88.500	-L- 48+86.620	LT.	198.120			DRIVE	DRIVE	3.6	4.6		15.24		1	1		1							
-L- 47+81.259	-L- 49+60.329	RT.	179.070			48+18.759	49+60.329	3.6	4.6	15.24		1		1		1							
-L- 49+87.500	-L- 51+47.520	LT.	160.020			DRIVE	DRIVE	3.6	4.6		15.24		1	1		1							
-L- 50+22.500	-L- 51+63.470	RT.	140.970			50+60.000	51+63.920	3.6	4.6	15.24		1		1		1							
-L- 53+60.000	-L- 54+20.960	LT.	60.960			53+60.000	DRIVE	3.6	4.6		15.24		1	1		1							BREAK GR AT DRIVE
-L- 54+40.000	-L- 55+61.920	LT.	121.920			DRIVE	DRIVE	3.6	4.6		15.24		1	1		1							BREAK GR AT DRIVE
-L- 55+77.500	-L- 57+48.950	LT.	171.450			DRIVE	57+11.450	3.6	4.6		15.24		1	1		1							
-Y10- 10+56.180	-Y10- 11+40.000	RT.	83.820			-Y10- 10+86.180	-Y10- 11+10.000	1.8	2.8	15.24	15.24	1	1	2									
-Y10A- 11+04.000	-L- 55+60.000	LT./RT.	190.500	30.480		-Y10A- 10+74.000	-L- 55+60.000	1.8 / 3.6	2.8 / 4.6	15.24		1		1		1							
-Y10A- 12+71		RT.	7.620																2				BARRIER/TURN-AROUND ON EXIST. NC 109
-Y10A- 12+92		LT./RT.	7.620																2				BARRIER ON EXIST. NC 109
-L- 60+24.301	-L- 60+96.691	RT.	72.390			DRIVE	BRIDGE	3.6	4.6	15.24		1		1			1						
-L- 60+43.351	-L- 60+96.691	RT. MED.	53.340			60+96.691	BRIDGE	1.2	6.8	56.08		4.94			1		1						
-L- 60+49.120	-L- 60+98.650	LT. MED.	49.530			60+98.650	BRIDGE	1.2	3.4	11.43		1.2			1		1						RELAP FOR FINAL TRAFFIC PATTERN
-L- 60+60.550	-L- 60+98.650	LT.	38.100			60+60.550	BRIDGE	3.6	4.6	15.24		1		1			1						
-L- 61+64.350	-L- 62+02.450	RT.	38.100			BRIDGE	61+64.350	3.6	4.6		15.24		1	1			1						
-L- 61+64.350	-L- 62+13.880	RT. MED.	49.530			BRIDGE	61+64.350	1.2	3.4		11.43		1.2		1		1						RELAP FOR FINAL TRAFFIC PATTERN
-L- 61+66.310	-L- 62+23.460	LT. MED.	57.150			BRIDGE	61+66.310	1.2	3.4		56.08		4.94		1		1						
-L- 61+66.310	-L- 62+38.700	LT.	72.390			BRIDGE	61+66.310	3.6	4.6		15.24		1	1			1						
-L- 64+40.000	-L- 65+58.110	LT.	118.110			64+40.000	65+20.610	3.6	4.6		15.24		1	1		1							
-L- 64+82.300	-L- 67+03.280	RT.	220.980			65+19.800	67+03.280	3.6	4.6	15.24		1		1		1							
-L- 70+32.200	-Y14- 10+60.000	RT./RT.	87.630	22.860		-L- 70+69.700	-Y14- 10+30.000	3.6 / 1.8	4.6 / 2.8	15.24	15.24	1	1	2									
-Y14- 10+64.150	-L- 72+24.375	LT./RT.	129.540	22.860		-Y14- 10+34.150	-L- 72+24.375	1.8 / 3.6	2.8 / 4.6	15.24		1		1		1							
-L- 70+80.000	-L- 71+79.060	LT.	99.060			70+80.000	71+41.560	3.6	4.6		15.24		1	1		1							
-L- 74+40.000	-Y12- 10+53.120	RT./RT.	72.390	22.860		-L- 74+77.500	-Y12- 10+23.120	3.6 / 2.4	4.6 / 3.4	15.24	15.24	1	1	2									
-Y12- 10+64.400	-RTLN2- 76+00.000	LT./RT.	121.920	22.860		-Y12- 10+34.400	-RTLN2- 76+00.000	2.4 / 3.6	3.4 / 4.6	15.24		1		1		1							
-L- 75+09.500	-LTLN2- 77+31.000	LT./LT.	213.360	22.860		-L- 75+20.000	-LTLN2- 76+93.500	3.6	4.6		15.24		1	1				1					
	SUBTOTAL		4,564.380 m	190.500 m										38	4	25	8	1	8				

LESS ANCHOR DEDUCTIONS		
GRAU-350	38 @ 15.24 m	579.120 m
M-350	4 @ 11.43 m	45.720 m
CAT-1	25 @ 1.905 m	47.625 m
TYPE III	8 @ 5.715 m	45.720 m
AT-I	1 @ 1.905 m	1.905 m
SUBTOTAL		- 720.090 m

PROJECT TOTAL	3,844.290 m	190.500 m	
SAY	3,844.290 m	190.500 m	
ADDITIONAL GUARDRAIL POSTS	10 EA.		

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PWRochester
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