COMPUTED BY: RR DATE: 4/23/04
CHECKED BY: JSD DATE: 7/08/04

"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

METRIC

PROJECT REFERENCE NO.	SHEET NO.
U-2408	3M

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH STRAIGHT	LENGTH SHOP CURVED	LENGTH DOUBLE FACED	WARRANT POINT APPROACH END	WARRANT POINT TRAILING END	"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH APPROACH END	FLARE LENGTH TRAILING END	W APPROACH END	W TRAILING END	ANCHORS TERM. END SECT.	ANCHORS GRAU 350	ANCHORS CAT-1	ANCHORS TYPE III	ANCHORS AT-1	ANCHORS .	ANCHORS .	ANCHORS .	ANCHORS .	IMPACT ATTENUATOR TYPE 350 G	IMPACT ATTENUATOR TYPE 350 NG	SINGLE FACED CONCRETE BARRIERS	REMOVE EXISTING GUARDRAIL	REMOVE & STOCKPILE EXISTING GUARDRAIL	REMARKS
-L-	16+28.095	16+66.195	LT	32.385			16+60.000	16+30.000	0.60	4.2						1	1												
-L-	16+62.000	16+71.000	LT		11.430				VAR.	VAR.							1		1										
-L-	17+78.095	18+42.865	LT	64.770			18+40.000	17+80.000	3.60	4.2							1												
-L-	18+41.503	10+95.321	LT /(-Y3-)		26.670			18+41.503	VAR.	4.2									1										
-L-	18+85.714	19+58.104	LT	72.390					0.60	4.2						1	1												
-Y3-	10+94.349	11+16.859	LT		26.670				VAR.	4.2									1										
-L-	18+80.000	20+34.240	LT	154.240			BRIDGE	18+80.000	VAR.	VAR.								1											
-L-	18+86.805	20+04.915	RT	118.110			18+80.000	BRIDGE	0.60	4.2						1		1											
-L-	18+38.930	18+59.885	RT	20.955					3.60	4.2						1	1												
-L-	21+06.468	21+33.138	LT	26.670			BRIDGE		0.60	4.2							1	1											
-L-	20+77.060	22+94.230	RT	217.170			BRIDGE	22+94.230	VAR.	VAR.							1	1											
-L-	21+25.760	21+71.480	LT	45.720			BRIDGE		0.60	4.2						1	1												
-L-	23+76.190	24+10.480	LT	34.290			23+80.000	23+76.190	0.60	4.2						1	1												
-L-	33+45.090	34+13.670	LT	68.580			BRIDGE		3.0	4.2						1		1											
-L-	40+67.600	42+50.480	LT	182.880			42+20.000	40+70.000	0.60	4.2						1	1												
-L-	50+69.000	51+29.960	LT	60.960			51+10.000	50+80.000	0.60	4.2						1	1												
-L-	51+23.500	51+32.400	LT		15.240				VAR.	VAR.							1		1										
-L-	51+43.460	-Y26- 10+52.890	LT	11.430	34.290			51+43.460	VAR.	VAR.							1		1										
-L-	51+09.520	52+46.680	RT	137.160			51+40.000	52+45.000	0.60	4.2						1	1												
-Y25-	10+25.450	-L- 51+24.100	RT		30.480				VAR.	VAR.							1		1										
-L-	53+88.910	54+99.400	RT	110.490			54+20.000	55+20.000	0.60	4.2						1	1												
-L-	55+09.560	55+28.610	RT	19.050					0.60	4.2						1	1												
-Y20-	10+69.860		LT & RT	7.620					N/A	N/A					2														DEAD END
	SUBTOTAL			1384.870	144.780	0									2	12	17	5	6										
	LESS DEDUCTIONS:																												
	GRAU-350	12 @ 15.240		182.880																									
	CAT-1	17 @ 1.905		32.385																									
	TYPE III	5 @ 5.715		28.575																									
	AT-1	6 @ 1.905			11.430																								
								ADDITIONAL GUARD RAIL POSTS = 10 EA.																					
	GRAND TOTAL			1141.030	133.350	0																							
	SAY			1143.000	137.160	0									2	12	17	5	6										

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